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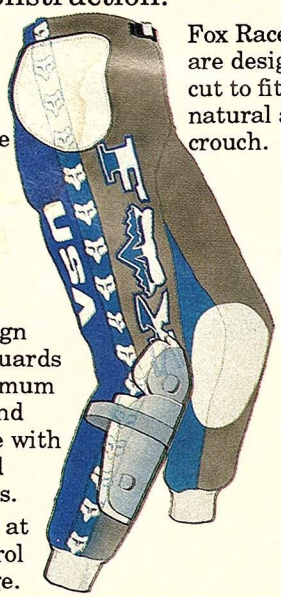

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Kawasaki

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ON THE COVER:—*MXA* test pilot Mike Hooker flies the 1988 YZ250 through restricted air space over Perris Raceway. Adam Duckworth captured the action on film. (TOC photo) The fearless flier returned on a strafing mission, only to be gunned down by Todd Smith. Ground support and cover design by DeWest. Air traffic control and color separations by Valley Film.

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

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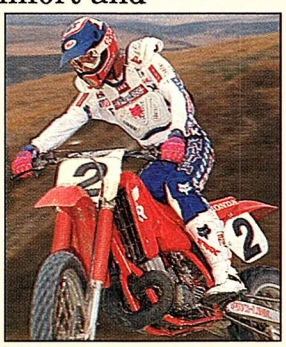

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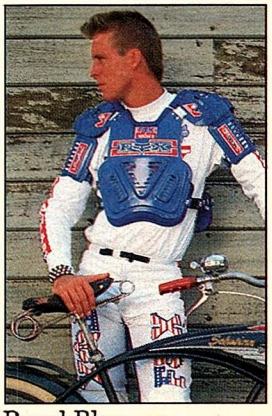

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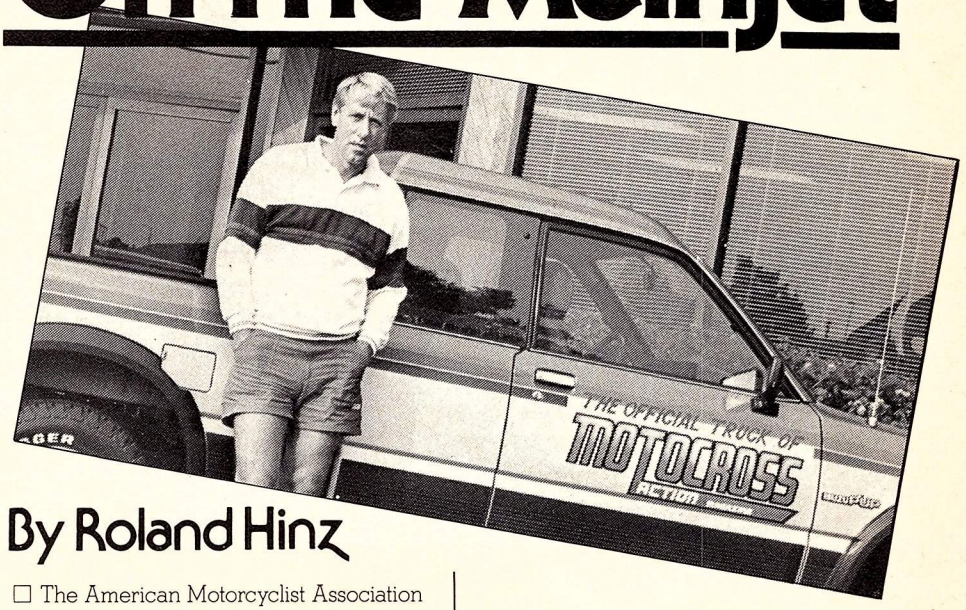
On The Mainjet



By Roland Hinz

☐ The American Motorcyclist Association is motorcycling's best chance to fight land closures, anti-bike legislation, industry problems and the sport's overall public-relations effort. With that said, it also needs to be mentioned that the AMA should get out of professional motocross. It is an area where they may claim a long list of achievements, but, in fact, where they have really only benefited from the insight of others. Edison Dye imported motocross to America with his fledgling Europe versus America series. After Edison's series became a growing concern, the AMA stepped in and absconded with the riders, thanks to a quick FIM affiliation. Edison was out of business.

Mike Goodwin invented the sport of Supercross back in 1972. Now Mike Goodwin is on the AMA's bad-guy list. Goodwin's events have always been the biggest draws of the stadium series, but you wouldn't know that from talking to the AMA. They appear to want him out of business.

The United States Motocross des Nations effort was dropped by the AMA in the mid-'70s. It wasn't until *Motocross Action* picked up the ball in 1981 that America got on its winning streak. It is doubtful that the U.S. would be participating in the Motocross des Nations if left to the efforts of the AMA.

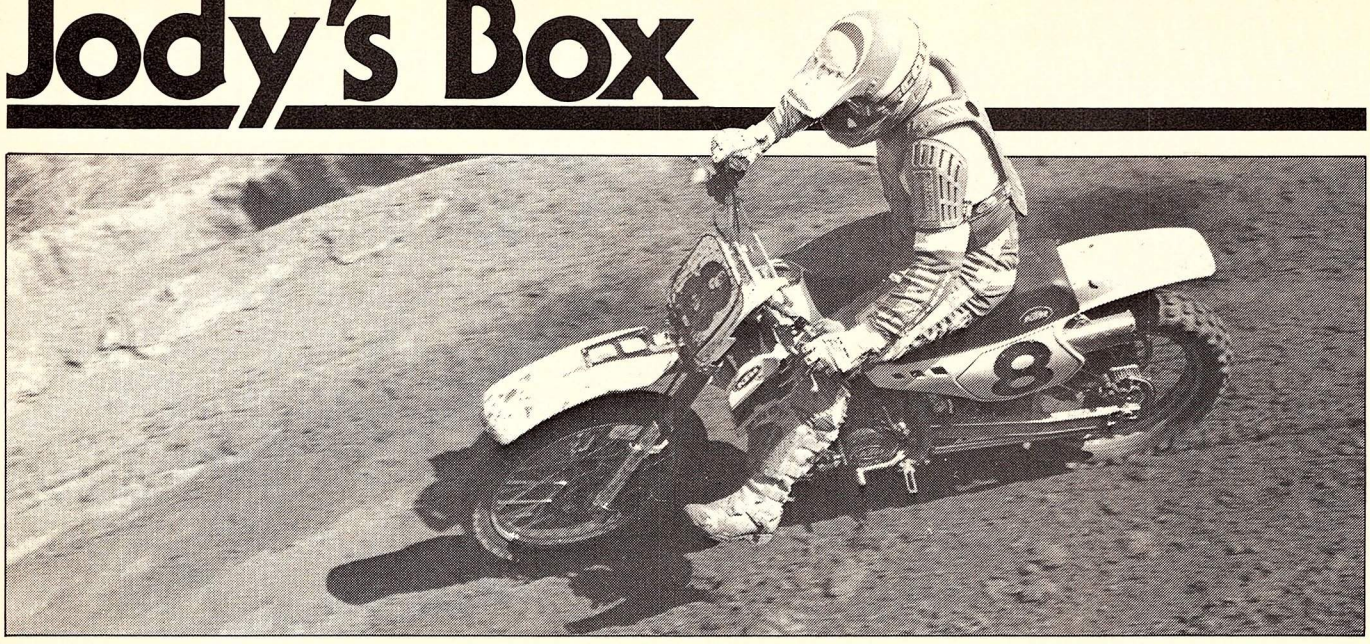
Each year the AMA changes the rules by which professional motocross is governed. Three 30-minute motos, two 45-minute motos, two 30-minute motos, all the Nationals on one day, distinctly different National Championship events, one class per rider, two classes per rider, no National Champs in the 125 Class and, most recently, a proposed rule to completely eliminate the 500 Class. It doesn't require a particularly long memory to call to mind the 1977 statement which AMA Czar Doug Mockett made when ruling that "Motocross is a team sport!" That comes as a big surprise to those of us paying the bills by ourselves.

Even if the AMA doesn't have the slightest idea about the sport of motocross or how to govern it, you may think they should still be the official sanctioning body—but they shouldn't. *MXA* recently analyzed the operating budgets of the American Motorcyclist Association and its arch-rival, the environmentally sensitive Sierra Club. The Sierra Club spends 19.7 percent of its total budget influencing public policy. The AMA spends only 6.8 percent of its budget on legislation. That is miniscule. It is almost embarrassing to note that only $325,000 a year is spent by our own motorcycle organization to protect our rights (Honda spends that much on advertising during the Superbowl). That's less than $2.30 per AMA member (the Sierra Club is spending $11.60 per member).

The American Motorcyclist Association should clear its decks of professional motocross. Most of the riders, teams and factories favor a CART-style organization like the automobile racing teams organized after long battles with the USAC (United States Auto Club) sanctioning body. Even professional bicycle racing was forced to break away from the United States Cycling Federation (USCF) when it wasn't responsive to the rapidly changing needs of professional roadracing.

Professional motocross should be placed in the hands of a professional organization that is in tune to what is going on, capable of making valid long-term decisions and planning for the future of the sport. The AMA could then go about the business of representing the millions of motorcycle riders who are in desperate need of the full attention of their organization. Helmet laws, anti-Superbike regulations, CPSC ATV hearings, land closures, public relations and lobbying ought to be the duties of the AMA—not mucking up motocross. ☐

Jody's Box



By Jody Weisel

☐ I don't know what convinced Ted to do it, but it obviously wasn't intelligence. Ted ran the friendly local dealership where all the guys hung out. In his day, Ted had been a fair racer, with more than a few successes to his credit in big events, but those races had been in the dinosaur days of Bultacos, BSAs and CZs. Ted hadn't thrown a leg over a bike in anger for more than ten years. He'd go riding with the gang about once a year, but each infrequent riding trip required that he order new (larger) leathers. As Ted's speed diminished, his girth increased.

Ted had gottten himself into a crazy frenzy to race again. It all started when some young whippersnapper wandered into the shop, and in an argument over a parts order, the kid challenged Ted to a race.

"If you know so much about fixing motorcycles," Ted told the kid, "why don't you order a six-pack of second gears? That's the highest gear you ever ride, anyway!"

"Listen, blimp," said the kid, "let's race. We'll see who's the fastest."

Ted tugged on his size-38 pants, stuck a chubby finger in the kid's face and said, "You got a bet. I'm faster than you any day."

"You're fatter than me, but not faster!" retorted the kid.

The duel was set for Mammoth Mountain. All the shop gremmies got involved, and before long, a lot of money was being wagered on the race. Half the locals were betting that the kid would lap Ted, and the other half were betting that Ted would back out. Nobody was betting on Ted to win (or finish).

Ted had two months to get ready. "First, I gotta lose about 20 pounds," said Ted. Everybody agreed with him. Most agreed with him twice, because he really needed to lose 40 pounds. "Then I need to start training. I'll go running every morning." Everybody nodded in agreement and then looked at each other and snickered. "I've got to get a bike properly set up." Everybody seemed to agree with Ted, but most doubted that they made shock springs stiff enough. "I'd better do a couple local races to warm up," said Ted. Everybody vowed to be there to support big Ted, but they drew straws to see who had to carry him off the track when he passed out.

Ted was gung-ho. He passed up lunch the first day, only had a salad on the second day, and didn't order fries with his double cheeseburger on the third day. He never did do any running or training and only showed up at a local race once (and that was to watch).

As Mammoth got closer, Ted seemed less and less interested in returning his body to the form of his glory days. The gang built him a pretty trick bike out of a used bike in the back of the shop, but Ted showed only passing interest in it, and twice he tried to sell it to customers looking for a used bike.

The kid stopped by about three times a week to see how the *Blimp* was doing. Ted put up a good verbal battle, and if their arguments had been motos, Ted would have won two out of three every week. In between the kid calling Ted *Orca* and asking him to lift up his shirt to see if *Goodyear* was written there, Ted would call the kid a *pencil-necked geek* and try to sell him more day-glo clothes so he'd look like a yellow flag when Ted put him through the fence.

I had a lot of sympathy for Ted. What if he couldn't handle modern equipment? What if he couldn't cut it? What if he got so embarrassed from his eventual defeat that he couldn't face the gang? There was no way Ted could win. The kid was pretty good. Yes, he was obnoxious, but he was also a decent Intermediate, and even if Ted had once been a Pro, there were only remnants of those past successes evident in his bulky frame.

When the Mammoth Mountain Motocross came around, Ted was there, resplendent in new leathers. He didn't look bad in practice, but he didn't look good, either. In the first moto the kid rode hard, but didn't make much headway against the infamous Mammoth cherry pickers. A 13th was the best the kid could manage. Ted was last the whole way, but he picked off the crasher and DNFs and scored 25th out of 36. Not bad, but he was half a lap behind.

Ted seemed rather happy as he lined up for the second moto. He enjoyed racing again after ten years off, and even though the kid was twice as fast as he was, Ted was beginning to understand the lure of motocross. Ted actually got the holeshot and held it all the way to the bottom of the downhill before a small pack of 22 riders passed him in the hairpin. The kid was third at the halfway point. Ted was 23rd.

The whole gang began to wander away from the fence as the race wore painfully on. Nobody really wanted to see the kid beat Ted by 20 places. Suddenly, within sight of the checkered flag, the kid's KX sputtered to a halt. It had fouled a plug. The gang rushed back to the fence and loudly counted off the riders as they crossed the finish line. After counting off 21 riders, Crazy Dave saw Ted coming down the straight. Ted never even glanced at the kid who was standing dejectedly beside his bike, and after he passed under the flag, he rode past everyone and on into the pits. There was no celebration from Ted.

Ted had won. His 25-22 score beat the kid's 13-36. He never rubbed in his victory, and to this day, Ted has been the ultimate sportsman. In fact, whenever the kid comes into the shop, Ted gives him free motorcycle parts—a spark plug! ☐

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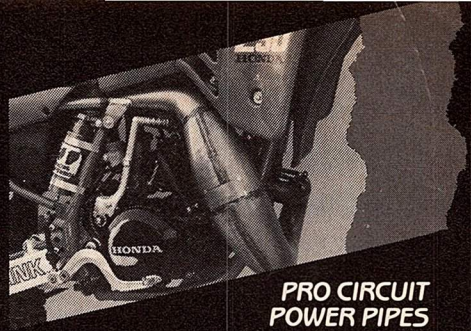

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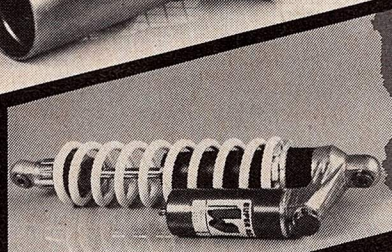

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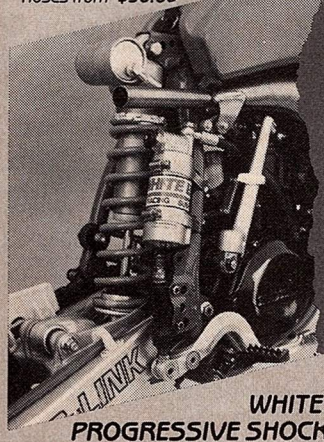

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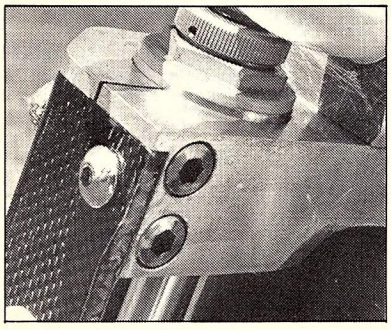
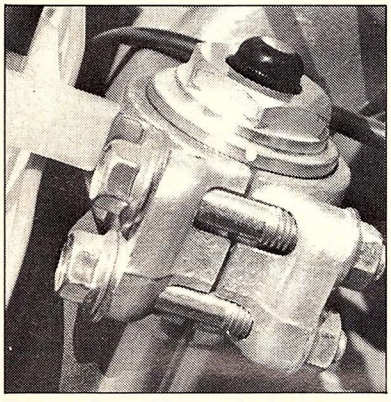
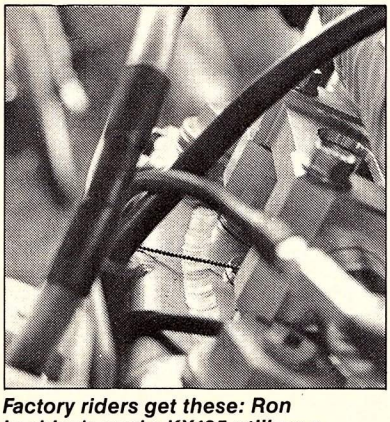


Work of art: Solid aluminum billet is machined to create these sleek triple clamps for Bob Moore's Mugen 125. The triple clamps feature a recessed groove for the carbon-fiber numberplate, and countersunk Allen bolts. Forks have adjustable rebound.



You get these: The stock clamps on the 1988 KX125 are nothing like the works units. The triple and bar clamps are solid and cast as one piece. The black dial on the fork caps is not for rebound adjustment, but a cap for the Schraeder valve.

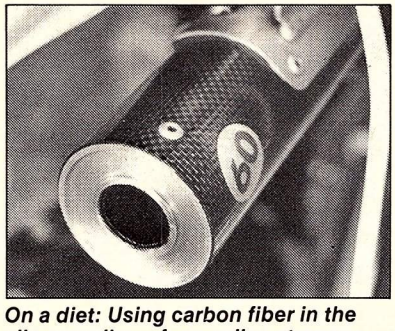


Factory riders get these: Ron Lechien's works KX125 utilizes a hollow, heli-arced triple clamp, with the steering stem nut securely safety-wired in place. The bar clamps are machined from solid aluminum billet, as are the fork caps.

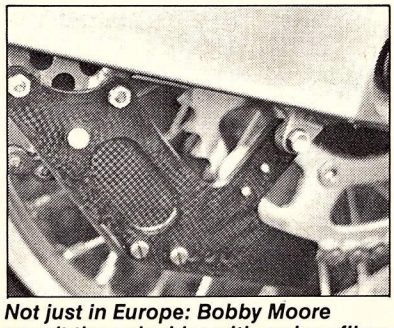
LIGHT, STRONG, & EXPENSIVE

CARBON-FIBER PARTS

It looks funny: What are the benefits of a carbon-fiber numberplate? The carbon fiber is attached to the triple clamps and helps stiffen the forks to prevent twisting and flexing. The large oval holes allow air to flow through to the radiators.



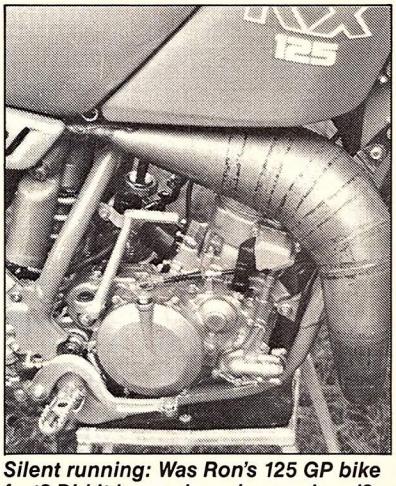
On a diet: Using carbon fiber in the silencer allows for smaller, stronger and lighter construction. Bob Moore also has a carbon-fiber rear subframe airbox, which he was forced to leave in Europe due to high shipping costs.



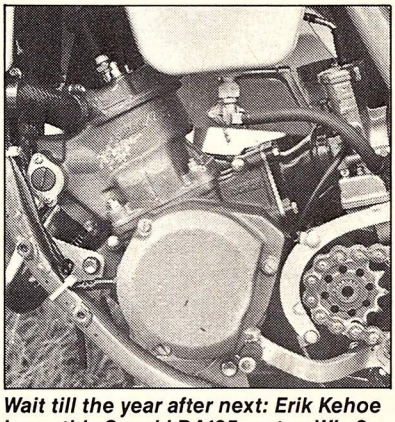
Not just in Europe: Bobby Moore wasn't the only rider with carbon-fiber goodies on his scoot. Erik Kehoe's RA125 featured this carbon-fiber chain guide. The material is the same as used in knee braces, helicopter blades, and Formula 1 car bodies.

125 GRAND PRIX POWERPLANTS

FUTURE, PRESENT & PASSED BY



Silent running: Was Ron's 125 GP bike fast? Did it have a broad powerband? Did it sound crisp? Will the '88s be similar to it? No one will ever know the answers to these questions, because no one will ever race the bike.



Wait till the year after next: Erik Kehoe loves this Suzuki RA125 motor. Why? Because the case reed motor makes power "a lot like an '86 or '87 Honda, it starts down low and pulls on into a good top-end overrun."

Ponies plus: Bobby Moore claims the power of the 125 Mugen is equal to that of his CR250. Mugen motors have long been renowned for their power output. Rumor has it that HRC will use Mugen motors in its bikes in 1988.

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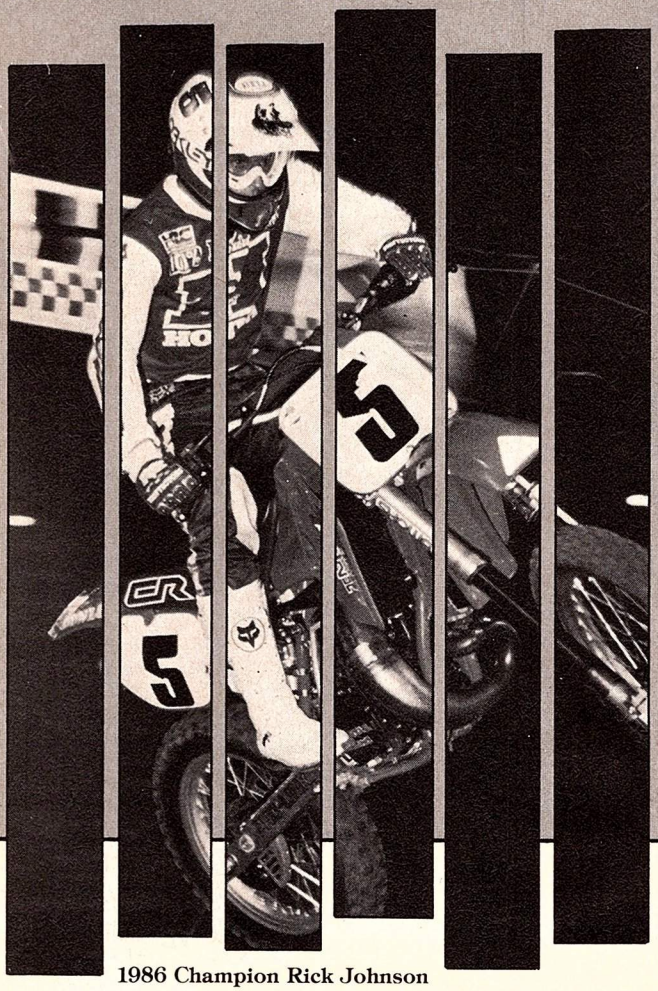
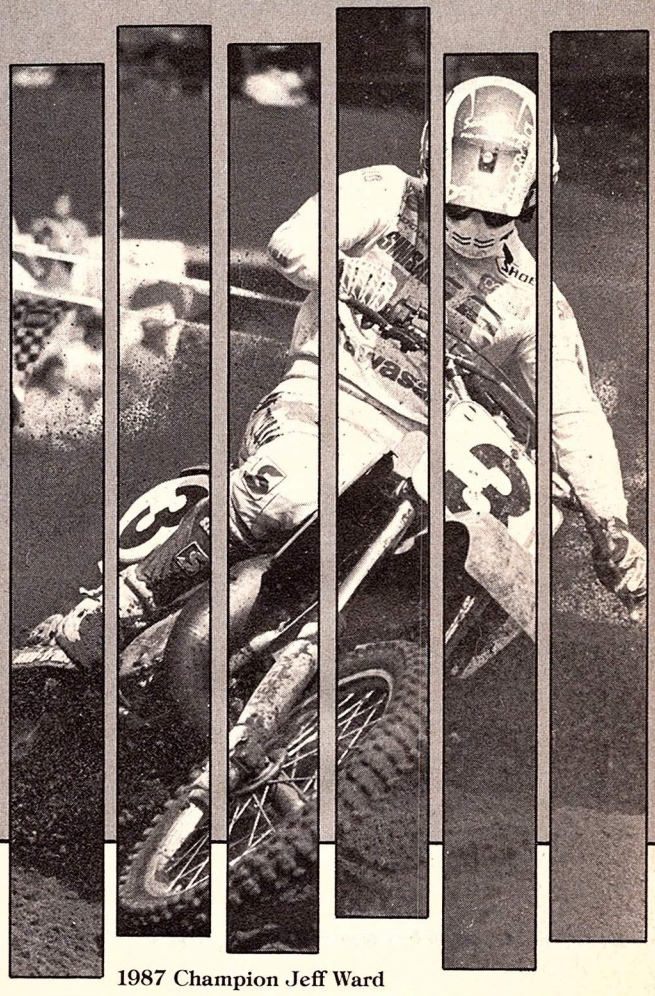
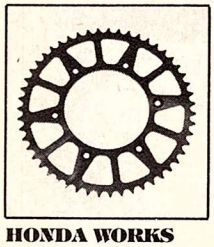


1986 Champion Rick Johnson



1987 Champion Jeff Ward



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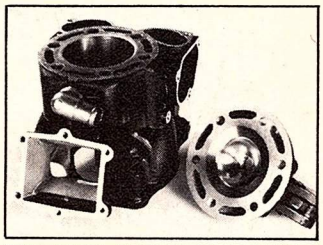

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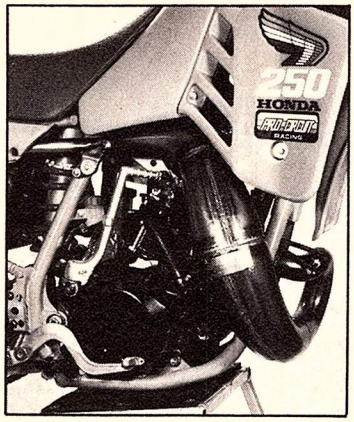

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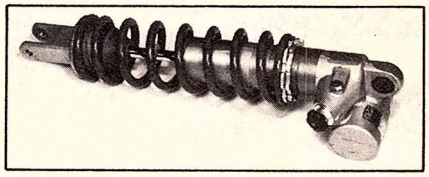

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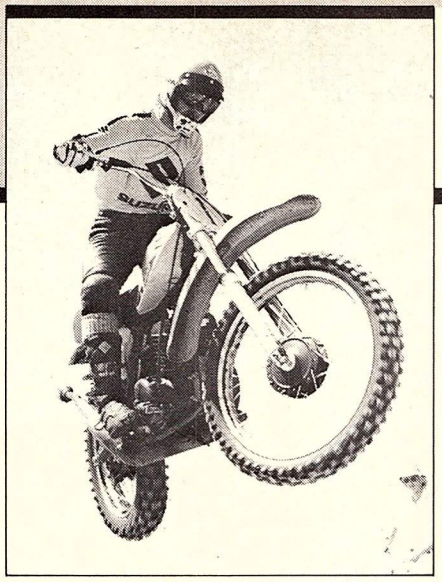
YAMAHA TRIES TO BAN OPEN BIKES

• In one of the weirdest rule proposals in years, Team Yamaha's racing chief, Ken Clark, submitted a rule proposal to elminate 500cc motorcycles from AMA competition. This rule, if enforced, would mean an end to the 500cc National Championship and would result in America racing only 125 and 250 machines.

When the rule was first mentioned, the majority of serious motocross fans just laughed, but the laughing stopped when a preliminary AMA board vote ran four-to-two in favor of banning 500s. Honda and Kawasaki voted against the rule change, but Yamaha, Suzuki and two promoters voted for it. Yamaha and Suzuki are obviously open to criticism for trying to ban 500cc motorcycles out of sour grapes, since Suzuki doesn't build a 500cc motocross bike and Yamaha is still campaigning its outdated air-cooled model from several years ago.

The reason given for the proposed rule change is that it would lower the cost of racing, require a rider to buy one less machine and because 500cc turnouts weren't as good as 125/250 turnouts.



Never was: If Team Yamaha's Ken Clark had been passing out rules back in the '70s, America would never have gotten to see five-time 500cc World Champ Roger DeCoster ride. Why not? Because Roger raced Open bikes!

The questions motocross fans have to ask are, what happens if one of the major manufacturers decides not to build a competitive 250 next season? Will we see a rule change proposed to ban them next? With so many areas that need fixing in professional motocross, these *self-serving* rule changes are frivolous and slightly idiotic. If you own a 500cc motocrosser or would like to keep on racing 500s, write to Bill Amick, Vice President of AMA Professional Racing, P.O. Box 141, Westerville, OH 43081; (614)891-2425 •

HONDA CUTS BACK

HONDA DROPS PRIVATEER SUPPORT

•Honda recently dropped a bombshell on the racing world when it was announced that privateer contingency money was going to be dropped for the 1988 season. Last year, Honda, Yamaha and Kawasaki paid privateer bonus money for finishes in the top spots of AMA Supercross and National events. For a privateer rider the contingency money could make or break a season. Riders such as Guy Cooper, Larry Brooks, Ricky Ryan and Jeff Hicks could make as much as $5000 for an overall victory (which Cooper and Ryan achieved).

Without the Honda contingency money, those riders are preparing to switch to Yamaha or Kawasaki machines, because the total contingency take for a fast rider could be more than $25,000.

In a related move, Honda's racing director, Gary Mathers, stated that Honda would field only a two-man motocross team in 1988, and Ricky Johnson was the *only* rider who was already selected. That announcement leaves 125 National Champ Micky Dymond spinning slowly in the wind. Honda also dropped Ricky Graham and Bubba Shobert from the dirttrack effort when they canceled that complete program.

Honda Motor Corporation asked for voluntary resignations over the summer, and according to the Honda National Communication Department, over 400 employees resigned. •

FLYIN' HAWAIIAN

CITY COUNCILMAN JOHN DeSOTO SPEAKS

By Charles Douglas

MXA: *What do you think of motorcycle racing in Hawaii today?*

John: It's not as advanced as we would like to see it. There is only one major event in Hawaii—the Aloha Supercross. The rest of the world is moving quickly, and we are lagging behind because we are so far from the mainland. This makes it difficult for our local Hawaiian riders, especially my son. He wants to go to the mainland and compete. It would cost us between two to four thousand dollars just for the airfare, and that's not counting buying a vehicle once he gets there. Motorcycling in Hawaii has come a long way, but not as far as it should.

MXA: *What can be done to improve it?*

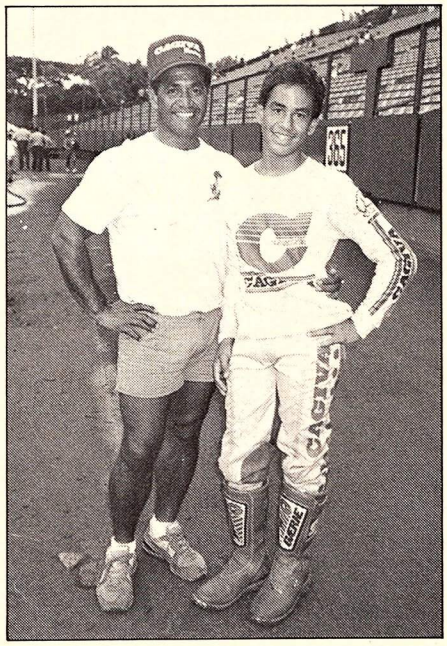
John: We need more events, more different types of racing. We have to change the attitude of the people. They still think back to the Marlon Brando image. Motorcyclists are athletes in every way and deserve to be treated as such. We have to have more events, more Supercrosses, more indoor events and more Speedway events. Harry Oxley brought Speedway to Hawaii this year, and the people loved it. It gives them something different to see.

MXA: *What do you teach your son about riding?*

John: I haven't tried to teach him my riding style. He has his own style. My main job is to make sure everything is safe. I see that his bike is properly prepared and get on him once in a while about his health. Eating the proper food is important.

I remember what it was like when I was a kid; it was tough. But we have an agreement. If he wants to do it, I'll help him, and we'll work at it together.

It's funny, though, because I don't teach him to ride. I don't teach him style. I don't push him. I've been down that road, and that road is tough. The main thing I tell him is to get an educatoin. He has a good head on his shoulders, and I'm happy, really happy, for that. •



Father and son: Motocross-legend John DeSoto (left) is hoping that son John will grow up to be a good person first, and a good motorcycle racer second. Excellent priorities. □

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Porche-Copy Sunglasses	11.95
JT Mouthtrap	6.95
Jofa Mouthguard	5.95
Goggle Bag	3.95
Super Seer	14.95
Terry Goggle Oil	3.95
Mirrored Lenses - Scott	5.95
Mirrored Lenses - Oakley	5.50
Rolloff Replacement Cartridge	9.95

GLOVES

Mud Paws	3.95
Ultralight by O'Neal	24.95
Scott MX Gloves	16.95
De Coster Pro Gloves	19.95
Krause Kat-Paw MX	32.95
Crossline MX	17.95
Hallman Pro GP Gloves	24.95
Black Velvet Glove Bag	3.95
Cool-Lite Gloves	21.95
Elite MX Gloves	19.95

HELMETS

Simpson Model 52	99.95
Sportech Helmets	29.95
Bell Moto III	99.95
Mini Moto by Bell	89.95
Electro Pro Series	49.95
Jofa MX	89.95
Bell T-80 Tourstar	89.95
Trail Star	79.95
Arai-Lackey MXV	134.95
Nolan N-19 MX	79.95
Other Models - Prices Too Low To Print - Call For Quote	

HONDA

Barnett Heavy Duty Springs	11.95
Folding Moly Shift Levers	19.95
Side Panel Sets	29.95
Boyesen Reeds	22.95
Kannon Pipes CR/XR	109.95
Safety Seats	29.95
Complete Seats	39.95
Flat-Side Carb Kits	119.95
Max-Flo Air Filters	13.95
Sun Alloy Rims (From)	54.95
RC III Moly Bars	21.95
Sidewinder Sprockets	39.95
Metzeler Tires (From)	44.95
Ram-Effect Cylinders	165.00
ATC Airbox Kits	69.95
Barnett Clutch Kits	39.95

KAWASAKI

KX/KDX Kannon Pipes	119.95
Boyesen Reeds (From)	22.95
Barnett Clutch Kits	39.95
Oval Silencers	49.95
Safety Seats	29.95
Max-Flo Filters	13.95
Super Flow Airboxes	69.95
Moly Mini Bars	21.95
Sun Rims (Alloy)	52.95
Folding Shift Levers	19.95
Sidewinder Sprockets	39.95
Flow—Benched Cylinders	145.00
White/Green Sidepanels	29.95
Alloy Silencers	44.95
Radiator Scoop Sets	18.95
Fork Protector Sets	17.95

LUBRICANTS

Golden Spectro Gear Lube	2.50
PJ-1 Chain Lube (6 oz)	2.55
Simons Fork Oil Gauge	9.49
Temp Gard	3.95
Power Blast Octane Boost (qt)	5.95
Bel-Ray MC-1+	3.00
Jumbo ½ Qt PJ-1 Chain Lube	3.95
PJ-1 Contact Cleaner	3.25
Golden Spectro Premix	2.40
PJ-1 Fork Oil	2.25
Blendzall Green Castor (Case)	45.00
Bel-Ray Gear Oil	2.95
Ratio Rite	2.95
½ Qt Filter Oil	3.95
Dri-Slide (Jumbo)	4.95
Goggle Filter Oil	3.95

MISCELLANEOUS

Sticker Packs	3.00
Wallets - Team Styles, nylon velcro. Save on this.	6.95
Gift Certificates for any occasion for any amount. Great holiday/birthday gift for the dirt bike freak in your life — ANY AMOUNT!!	
Power Flexor - Adjustable Training Device	14.95

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Answer MX Pants - New	69.95
O'Neal Ultralight	89.95
Hallman Pro-GP	99.95
Hallman Pro-GP Vented	99.95
Hannah Suzuki Pants	109.95
Yamaha-Hannah MX	109.95
Hi-Point Team MX	109.95
M. Robert Mini-MX	59.95

PIPES

1983 KX 250 Kannon	149.95
Suzuki RM 125D	119.95
CR 125 1983	129.95
CR 250 1983	119.95
Yamaha YZ 250 G/H	119.95
RM 250 1982	119.95
1982 KX 125	139.95
1984 YZ 125L	129.95
CR 125 1984	119.95
Maico Spider 250	169.95
YZ 80K	109.95
ATC 250 1983	119.95
CR 500 1984	139.95
1983 RM 250D	119.95
RM 125E 1984	119.95
1981 ATC 250	109.95
Kawasaki KDX 200 83	129.95
Honda CR 450/480	119.95
Kawasaki 84 KX 125	129.95
KX 125 1982	149.95
1982 YZ 125J	139.95
1983 CR 80R	134.95
RM 500D 1983	149.95
84 ATC Honda 250	119.95
Alloy Silencers	44.95
Oval 83, 84 Silencers	49.95
Maico 490 82, 83	169.95
1984 KDX 200	139.95
Yamaha IT 250K	129.95
Silencer Rebuild Kits	6.95

PORTING SERVICE

Flow Bench Porting	125.00
RAM - Effect Porting	165.00
Precision Tolerance Boring	30.00
Head Measurement/Milling	35.00
Carb Tru Boring/Reface	35.00

SECURITY

Ancra Red Tiedowns	11.95
Sure-Grip Tiedowns	8.95
Kryptonite Lock	39.95

SPROCKETS/CHAINS

Honda Rear Sidewinders (From)	39.95
Yamaha Front Sidewinders (From)	12.95
Maico Rear Sidewinders	43.95
Husky Front Sidewinders	17.95
DID "0" Ring Chain	54.95
Montek "0" Ring Chain	49.95
Suzuki Rear Sidewinders	39.95
Kawasaki Front Sidewinders	12.95
Tsubaki Pro Chain	34.95
Superlinks Case-Hardened Chain	39.95
KX 80 & CR 80 Chain	29.95
Honda Front Sidewinders	14.95
Kawasaki Rear Sidewinders	39.95
Maico Front Sidewinders	17.95
RK "0" Ring Chain	49.95

SUZUKI

RM/PE Kannon Pipes (From)	109.95
Boyesen Reeds (From)	12.95
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Barnett Clutch Kits	39.95
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Flat-Slide Boring	35.00
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Complete Seats	39.95
Moly Shift Levers	19.95
Ram Effect Barrels (From)	145.00
Safety Seats	29.95
Max-Flo Air Filters	13.95

TIRE/TUBES

Metzeler 300x21 Perfect-X	47.95
Metzeler 300x21 M-X	49.95
Metzeler 4.10x18 Multi-X	54.95
Metzeler 4.50x10 M-X	59.95
Metzeler 5.10x18 Perfect-X Hard	64.95
Metzeler 5.10x18 Perfect-X Soft	59.95
Metzeler 4.60x18 Multi-X	54.95
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Metzeler 4.10x14 Multi-X	34.95
Metzeler 2.75x17 Multi-X	34.95
Metzeler 140/80x18 M-X	69.95
Metzeler 150/80x18 M-X	69.95
Metzeler 4.50x18 Multi-X	59.95
Metzeler 3.25x21 M-X	54.95
Metzeler 100/90x18 M-X	54.95
Dunlop K139 300x21	49.95
Dunlop K490 120/80x18	49.95
Dunlop K490 140/80x18	54.95
Dunlop K690 4.00x18	49.95
Dunlop K690 5.10x18	54.95
3.50x18 Heavy Duty Butyl Tube	6.95
4.00/4.50x18 Heavy Duty Butyl Tube	7.95
5.00/5.50x18 Heavy Duty Butyl Tube	7.95
4.50/500x17 Heavy Duty Butyl Tube	6.95
4.10x14 Heavy Duty Butyl Tube	6.95
2.75x17 Heavy Duty Butyl Tube	6.95
300x21 Heavy Duty Butyl Tube	7.95
Full-Bore 3.15x21	39.95
Barum 3.00x21	29.95
Nitto 3.00x21	24.95
Bridgestone 2.75x21	29.95
Flat-Proof Sealer	2.95
Balancing Fluid	2.95
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TOOLS

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Metric Allen Keys	1.00
Safety Wire Kits	9.95
Spoke Wrenches	2.95
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5-Snap Peak	3.95
Hallman Peak	4.95
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Bell Smoke Peak	3.95
Simpson Smoke Peak	3.95
Hallman Flip Visor/Goggle	26.95
Roll-Off System	26.95
Bubble Shield	5.95
Visor Team Decals	1.95
3-Snap Peak	2.95
Gold Belt DeVisors	6.95

YAMAHA

Carb Tru-Boring	35.00
Seat Covers	19.95
Alloy Sun Rims (From)	52.95
OW III Moly Bars	21.95
Superflow Airboxes	69.95
Barnett Spring Kits	11.95
Sidewinder Sprockets	39.95
YZ/IT Kannon Pipes (From)	109.95
Air Filters (Max-Flo)	13.95
Chromoly Shift Levers	19.95
Boyesen Racing Reeds	22.95
White/Yellow Side Panels	29.95
Radiator Scoops	18.95
Flow-Bench Porting	125.00
Barnett Clutch Kits	39.95
Oval Silencers	49.95
Gold Belt Cable Guide	1.95

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Mail Entries

AREN'T OUR ADS BIG ENOUGH?

Dear *MXA,*

I very much enjoy your magazine. The photography is fantastic; keep up the good work. I would like information on how to get an *MXA* T-shirt and an order blank for some posters.

Roy Sinden
Jefferson City, MO

(Check past issues of MXA for advertisements for the T-shirt and posters or write to MXA Products, 10600 Sepulveda Blvd., Mission Hills, CA 91345.)

SURPRISE!

Dear *MXA,*

I have sent letter after letter requesting some information on the schedules of the 125cc Nationals for 1988, but you never seem to write back. I would really appreciate a response, because I am considering trying to race Pro.

Steve Hyatt
Madisonville, TN

(We have forwarded your inquiries to the AMA, but they do not have a schedule of 1988 events, yet. If history proves correct, the first 125 National will be in Gainesville, Florida, the first week of March. That is the best we can offer.)

PLANT A MONEY TREE

Dear *MXA,*

I am the MX mom of two racers. I read with much interest the article describing the amount of sponsorship Damon Bradshaw could get from racing 80cc motorcycles. How did he get to that point? My husband and I have above-average incomes, but we still can't get our two boys to the Amateur Nationals without taking out a second mortgage on the house. I would be most interested to find out how the Bradshaws were able to do it.

MX Mom
Salt Lake City, UT

(The Bradshaws had very little to do with it. Damon was totally responsible for his sponsorship by being extremely fast, very polite, a good spokesman and a potential National Champion.)

HANNAH WAS STINKIN' RIGHT

Dear *MXA,*

I agree 100 percent with what Hannah said about dangerous doubles. The track doesn't have to be dangerous with big, scary doubles to make motocross exciting. The 1986 Montreal SX had no doubles, yet 65,000 fans were going nuts in the Final. In 1987, it was a two-day event on a track with three easy doubles that everybody could jump. Nearly 89,000 fans loved two nights of super-exciting racing. And you say that north-of-the-border motocross isn't as popular as motocross in the USA?

Andre Delano
Lachenaie, Canada

***MXA* TO THE RESCUE**

Dear *MXA,*

In the August 1987 issue of *MXA,* I read, learned and lived by your article on servicing and maintaining power valves on the four 250cc "rice burners." I own the king of rice burners, an '87 CR250R. The problem is, your article, the owner's manual and the $30 service manual all say to just pull out the valve guides in order to clean them. I've tried everything short of a 12,000-pound Warn wrench (with a snatch block) to get the things out. Any advice?

Adrian DeMatteo
Chattanooga, TN

(If the valve guides are stuck, you will need to spray them with a penetrating oil and let them soak. The valve guides are a loose press fit and should slip out.)

PLEASE DON'T SQUEEZE THE *MXA*

Dear *MXA,*

I seldom write letters, but this is important. While browsing through some old *MXAs* I came across the backwards Mark Murphy picture. I'm not sure if it is the rare one (one of 20). Tell me if it's really rare or if I should use it as toilet paper.

Leon McLaughe
Brooklyn, NY

(Objects de art and museum pieces are valuable based on their condition. The most priceless Mark Murphy backwards photos are found in issues that have never been opened. These unopened issues sell for twice as much.)

THANKS

Dear *MXA,*

I always look forward to "Jody's Box," although sometimes it takes real MX knowledge to appreciate your sense of humor. Your column in the August 1987 issue really hit home with me. I now ride the Over 30 class but never forget the early years or miss opportunities to share the one thing that's important to me, also. Maybe it was my father's hate or fear of motorcycles, or my lack of consideration, or just youthful rebellion, I'll never know. You're not alone, and thanks for sharing your feelings with us. I'll be thinking of you now, knowing I'm not alone. My father never saw me race, either.

Jim Teogue
Missouri City, TX □

JT Racing USA
AMERICAN ORIGINALS
LIGHT - YEARS AHEAD

ALS™ HELMETS

►**PROMISES, PROMISES.** *A promise JT Racing makes and keeps is Quality! Throughout the course of motocross history, JT has innovated and introduced solid protection with futuristic styling, high tech functionality and first class, lasting Quality. Think about it. Quality that has lured countless champions and the motocross elite from around the world.*

►**HELMETS THAT MAKE HEADLINES.** *Our ALS-1™ and ALS-2™ helmets have been called the world's trickest full function helmets! Truly distinctive styling.*

We designed them with five modular, interchangeable fit pads to guarantee that you always get a perfect, comfortable custom-fit. Just like the factory stars.

►**THEY'RE HOT 'CAUSE THEY'RE COOL.** *Our innovative channel venting system is another exclusive JT concept. This breakthrough air-conditioned design gives you an incredibly balanced air flow system for a cool head in the heat of competition. Plus they are noticeably more quiet!*

But beyond these features, our attention to the smallest details makes the ALS helmets superior. That's why our helmets have valuable features like a recessed goggle channel so your goggles never slip out of place. And a fabric covered chin strap for comfort. Proof that high-tech and comfort can work together.

►**WE'LL KEEP YOU AHEAD OF THE CROWD.** *The ALS™ Helmets. They'll put you ahead of the competition. With unequalled style and quality from JT. And that's the JT promise!*

ALS-2™ FULLFACE HELMETS **$209.00**

- 01102GW
- 01102YB
- 01102YE
- 01102HW
- 01102KW
- 01102HB

ALS-1™ OPEN FACE HELMETS **$174.95**

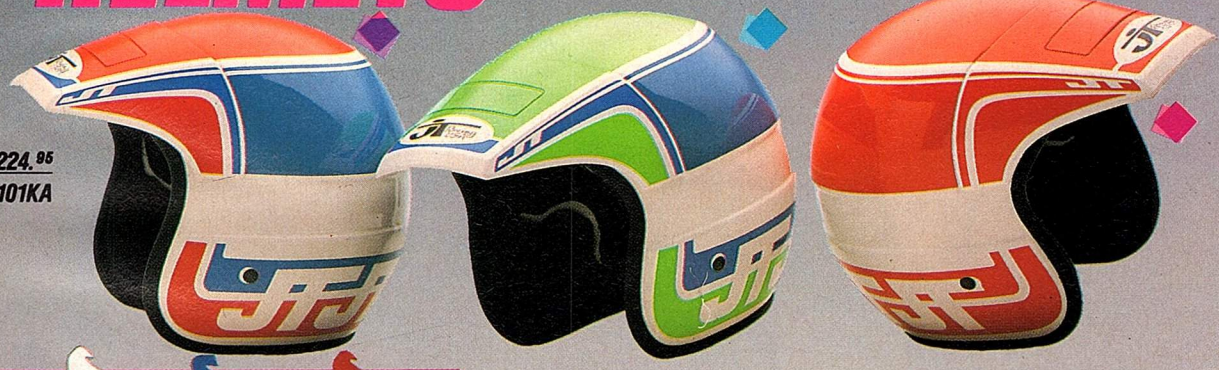
- 01101YB
- 01101GW
- 01101HW
- 01101YE
- 01101KW

Approved for NESC Competition. DOT Approved.
Approved for AMA Competition.
MADE IN USA Made by Bell. BELL.

REPLICA HELMETS

►HEADS OF CLASS! *Replica ALS™ helmets of the stars! Get the same high-tech custom painted helmet as those worn by the Factory Team riders. Take your pick of Team Honda, Team Yamaha or Kawasaki Replicas. Actually hand-painted by the same artist that paints the helmets of Glover, Lechien, Bailey and all the rest! Take your pick but allow plenty of ordering time - we gotta let the paint dry!*

ALS-2™ REPLICAS $259.95
- 01102DB
- 01102KA
- 01102BG



ALS-1™ REPLICAS $224.95
- 01101DB
- 01101KA
- 01101BG

►GET BONIFIED! *With JT's exclusive BoneHead™ decals. BadBones™ custom helmet stickers let you decorate your helmet just like the factory stars. BadBones Stickee bag includes 60 stickers - 15 Large Bones, 15 Small Bones, 15 Large Heads, 15 Small Heads. Please select from 5 awesome colors. Red, White, Blue, Day-glow Pink, or Day-glow Green for just the Bad look you want. WAY BAD!*

BONEHEAD™ DECAL PACKAGE (Red, White, Blue) $9.95
- 05204RD00
- 05204WH00
- 05204BR00

BONEHEAD™ DECAL PACKAGE (Lime, Hot Pink) $12.95
- 05204LM00
- 05204PK00

Call (619) 421-2660

K BELTS

►**THE DOUBLE ACTION K-BELT.** *An incredible breakthrough concept that keeps riders coming to JT. Jacky Vimond said after his accident, "The JT K-Belt offers even better support than my orthopedic prescription belt!" Broc Glover uses it when he does his weight training for added security. And when riding on a motorcycle, it is without a doubt the most comfortable, custom fit support available.*

►**I CAN'T BELIEVE IT'S A KIDNEY BELT!** *Try a JT DOUBLE ACTION K-BELT on. It's not like any other kidney belt you've ever worn - it's better! Constructed without bulky, restrictive plastic plates, the K-Belt doesn't poke or pinch and gives you the ultimate in freedom of movement. The best supporting belt on the market!*

►**NO GIMMICKS BUT LOTS OF SUPPORT.** *This unique orthopedic design results in localized pressure to the critical lower back area. Utilizing 2 Velcro® straps and 2 adjustable support/pressure straps, you get a double-wrapped support fit with comfort and freedom of movement that do the job. No Plastic Gimmicks. No Hype. Just dual action Orthopedic Support for Solid Protection!*

JT DOUBLE ACTION K-BELT ***$31.95***

■ ***09608BH*** ■ ***09608RW*** ■ ***09608BW***

PANTS

►**STICKS AND STONES CAN BREAK MY BONES!** *Riding a motocross bike over rugged terrain presents some pretty hairy surprises. Stones ricochet off your knee-cap. Trees and cacti reach out and touch from beside the trail. Your trusty steed does a tank slapper that sends you spiraling.*

►**JT ENTERS THE BONE AGE.** *We set out to develop a new generation pant that*

would protect those badbones. The result is the DymondBack™ Series pant featuring Ron Lechien's BoneHead™ pattern. The task required months of design work, bolts of specially dyed fabrics and spools of custom woven spandex.

► **THE COST OF REVOLUTION.** *Revolution tends to be expensive; but an incredible thing happened at JT! Our most revolutionary pant design since JT first introduced the nylon/leather combination pant in 1976, turned out to cost you only $99.00. Innovation, Fit, and Style for $20.00 less than pants from Team Finland!*

► **BONE IN THE USA.** *What happened? Two things. First we made them ourselves. And secondly, we made them here. In the USA (with a little help from our friends in Mexico). No middlemen. From scratch. Quality and Cost controlled in our own factory. Backed by JT all the way!*

JT has learned some new secrets. Like the Dymond-back stretch panel that fits over popular new knee braces. Bad-Bones designs to keep it fun. And quality light years ahead in durability. JT leads; others follow.

Yes, JT is back in the USA. Where quality is a promise worth keeping and a dollar still buys a dollars worth of value.

► **NO BONES ABOUT IT.** *Act today. This offer applies only to the smart money. JT DymondBack™ Series pants. The best value in motocross pants in twelve years. There's no bones about it .*

DYMONDBACK™ PANTS	**$99.00**
12260YC	**12260BH**
12260HC	**12260SC**
12260KC	

Call (619) 421-2660

PANTS

► JT NEWFORM™ UNLEATHERS. *Experience the protective and fashion features of the #1 selling, highest quality motocross pants in America!*

More US Championships have been won in JT Newform™ Unleathers than any other pants.

The reason why? JT Newform™s are quality constructed of durable color rich Satinyl Nylon, with saddle construction, double stitching, Dyno-Hyde knees, detachable hip pads, JT logo on rear of pant and knee/shin guards all patterned for an outstanding fit. Let your challengers know who's #1 with JT Newform™ Unleathers.

All 16 Series Newform™ pants are available in sizes 28 - 36.

Newform™ PANTS	***$119.95***
16260YC	***16260HC***
16260KC	***16260SC***

TO ORDER CALL (619) 421-2660

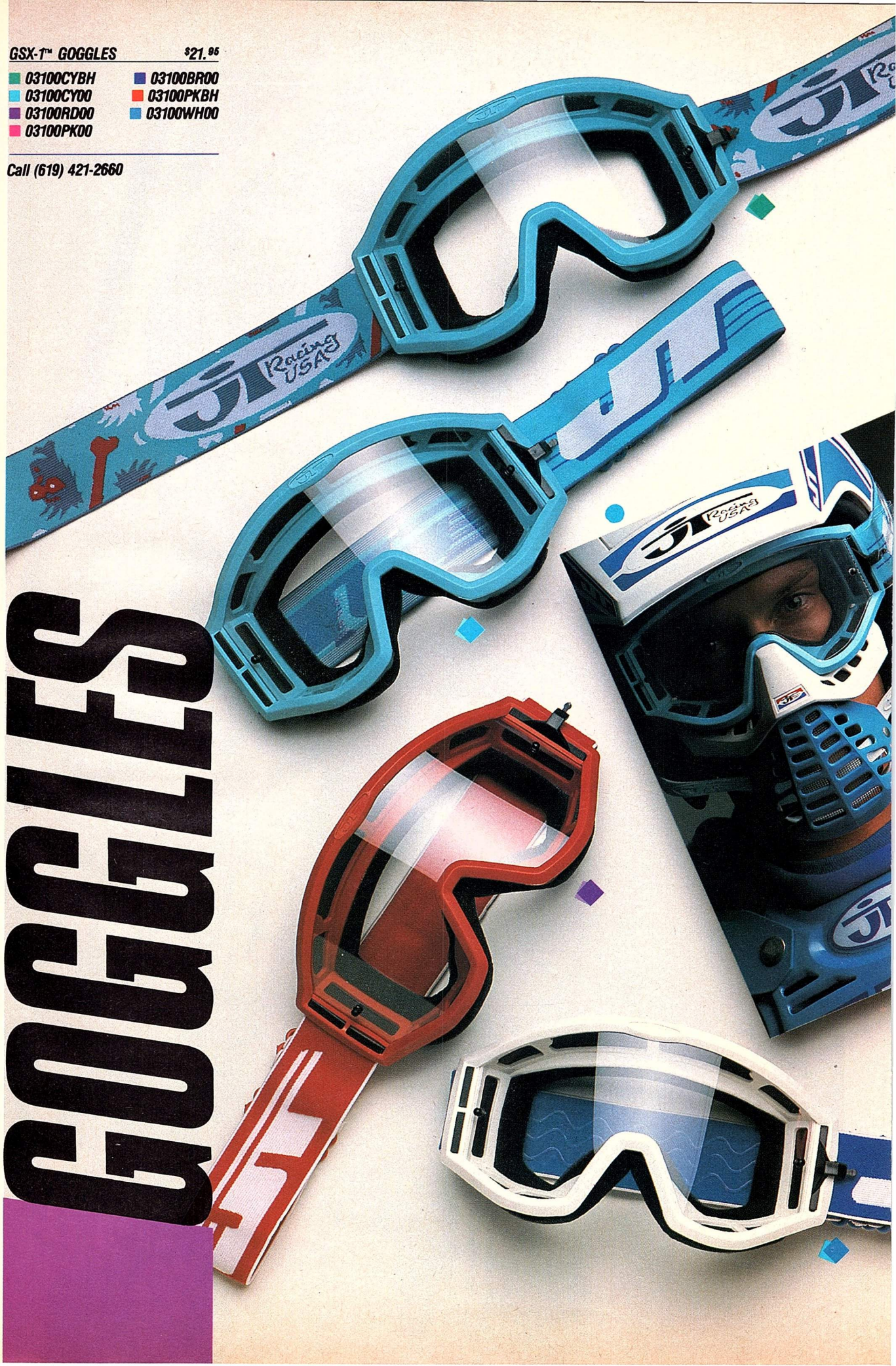
GLOVER
24
JT
BROC
JT PANT CUSTOM LETTERING
70270 Name Down Leg $3.00 per letter
70271 Name Down Leg Rear $3.00 per letter
70272 Name on Rear (10 letter limit) $2.50 per letter
70279 Name on Front (4 letter limit) $2.50 per letter
JT JERSEY CUSTOM LETTERING
70825 3" Letters $1.75 each
70826 8" Numbers $2.50 each
70827 11" Numbers $3.00 each
On ALL Custom Lettering, Please specify color. All letters AMA legal.
TO ORDER CALL (619) 421-2660
CUSTOM LETTERING

GOGGLES

GSX-1™ GOGGLES **$21.95**

- 03100CYBH
- 03100CY00
- 03100RD00
- 03100PK00
- 03100BR00
- 03100PKBH
- 03100WH00

Call (619) 421-2660



► **A FIT TO BE TRIED.** *GSX™ Goggles fit! And that means performance. No pinching around the nostrils. No gaps that allow dust to enter. The special contoured foam "wicks away" sweat and holds it there. And the Self-Centering Speed Strap makes for no-slipping.*

► **DON'T GO A ROUND IN A FOG.** *The Xero-Fog™ venting system reduces fogging dramatically. This balanced system Incredibly decreases fogging at low speeds but will not dry out your eyes at high speeds! A true technological breakthrough!*

► **GET THE VISION.** *Increased peripheral vision gives a great starting line advantage. Lexan® lenses offer tough, space age material for maximum impact resistance. The GSX™ and you have an edge on the competition.*

► **0-7 TEAR-OFF SYSTEM.** *There is no other Tear-Off system made that can compare to this one! Seven tear-offs can be installed in less than one minute! So easy! And convenient tabs pop up one at a time just when you need them. You'll never pull off all your tear-offs at one time again GSX™. The Best of Everything.*

"I like the best of everything", says Broc Glover. "because I work hard to be the best. Ask me how I know the GSX™ goggles are the best and I'll tell you. I helped design them from a racers point of view!"

FACE MASKS

► *Wild colors and passing-power protection will bring you face-to-face with even your toughest challenger! That's what you get with every JT Air conditioned face mask.*

► **HALFSTREAM™.** *Use it with your GSX-1™ goggles and ALS-2™ or combine it with your JT Mouthtrap™ for total coverage. The unique venting system reduces heat build up and keeps your nose and cheeks roost-free!*

► **FULLSTREAM™.** *Distinctive color coordinated two-tone Fullstream offers convertible protection. Cantilevered air vents deliver fresh air and help prevent goggle fogging. Secure attachment system turns goggle and facemask into one solid system. The only convertible facemask on the market. Use it as fullface or halfmask solid protection!*

► **JT MOUTHTRAP.** *The ORIGINAL vented mouthguard designed to be worn with open face helmets and Halfmask protection offers the ultimate in protection and breathing room. High-impact strength is combined with conforming suspension fit that covers chin, mouth, and lower nose. Back-up screen filters rocks and flying debris. The Champions Choice!*

JT MOUTHTRAP $9.50

- 04130PK00
- 04130CY00

FULLSTREAM™ $7.95

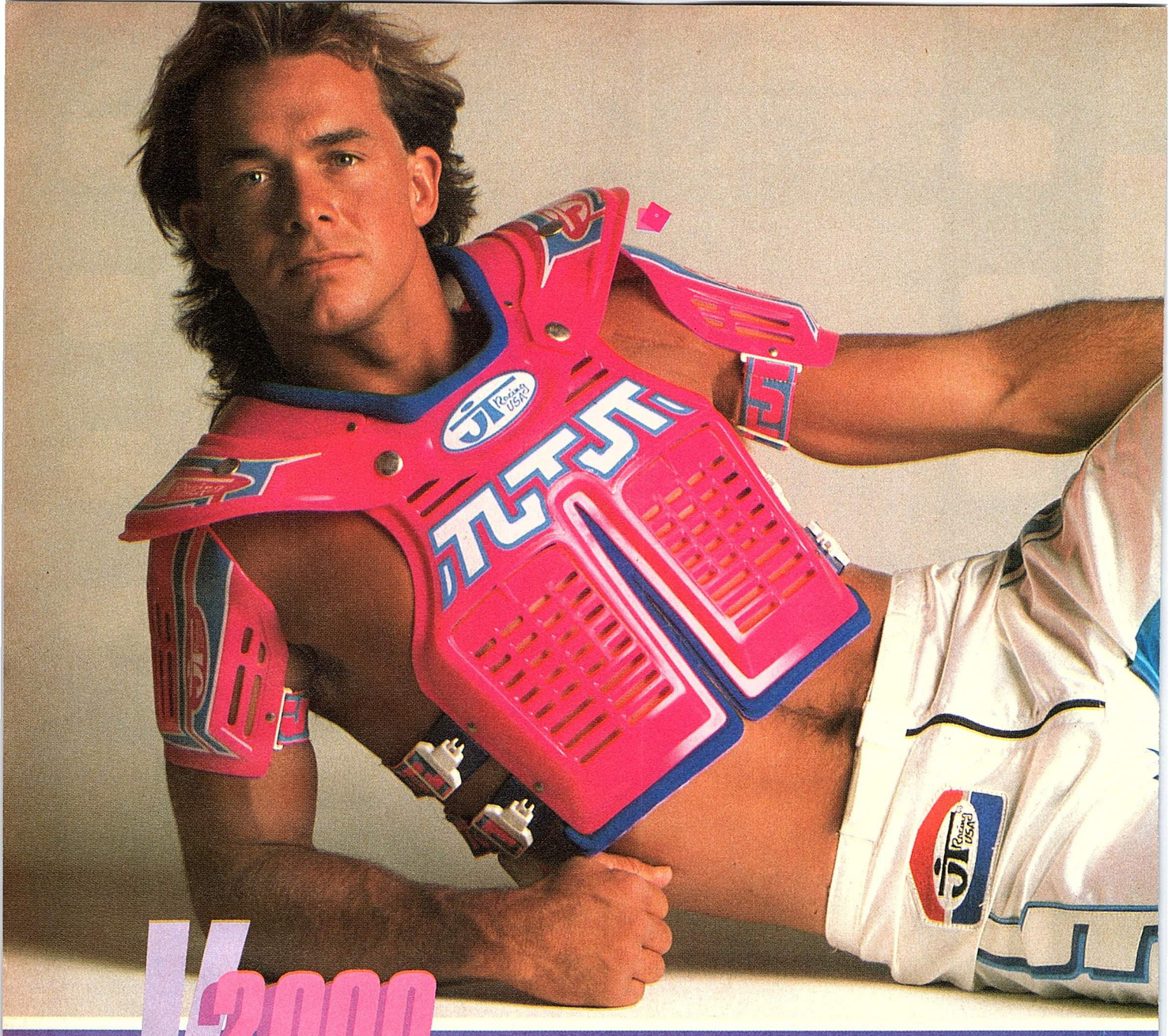
- 04180WH00
- 04180CY00
- 04180BR00

HALFSTREAM™ $4.95

- 04170WH00
- 04170CY00
- 04170BR00
- 04170RD00
- 04170PK00

12260BH

12260RB



V-2000

► **V-2000™.** *The shoulder pads of the pros. The best selection, technology and style, the revolutionary V-2000™ These injection molded pads set the motocross world on its ear with the patented Floating Wing™ Locking Shoulder Hinge. Our "testing" proved the V-2000™ reduced pin-point impact severity by spreading impact over a large area, reducing the blow potential to your shoulders.*

► **IT ISN'T TOUGH TO WEAR.** *It's a great design and it doesn't sacrifice freedom of movement. The patented Freedom Pivots™ let you move fast; without restriction. Our molded foam neck roll adds comfort. And you don't need a shoehorn to get them on and off. The spandex straps lock quickly into place with JT's exclusive Sure-Lok™ clips.*

► **THEY'RE HOT, BUT YOU'RE NOT.** *The V-2000™'s are no sweat, thanks to the unique raised, louvered vents that direct the air flow over your chest area. And the full-coverage open rear allows heat to escape through the back. The V-2000™ System. Play it safe.*

V-2000™	$99.00
52000JTPB	
52000JTCB	
52000JTBB	
52000JSWB	
52000JHWR	

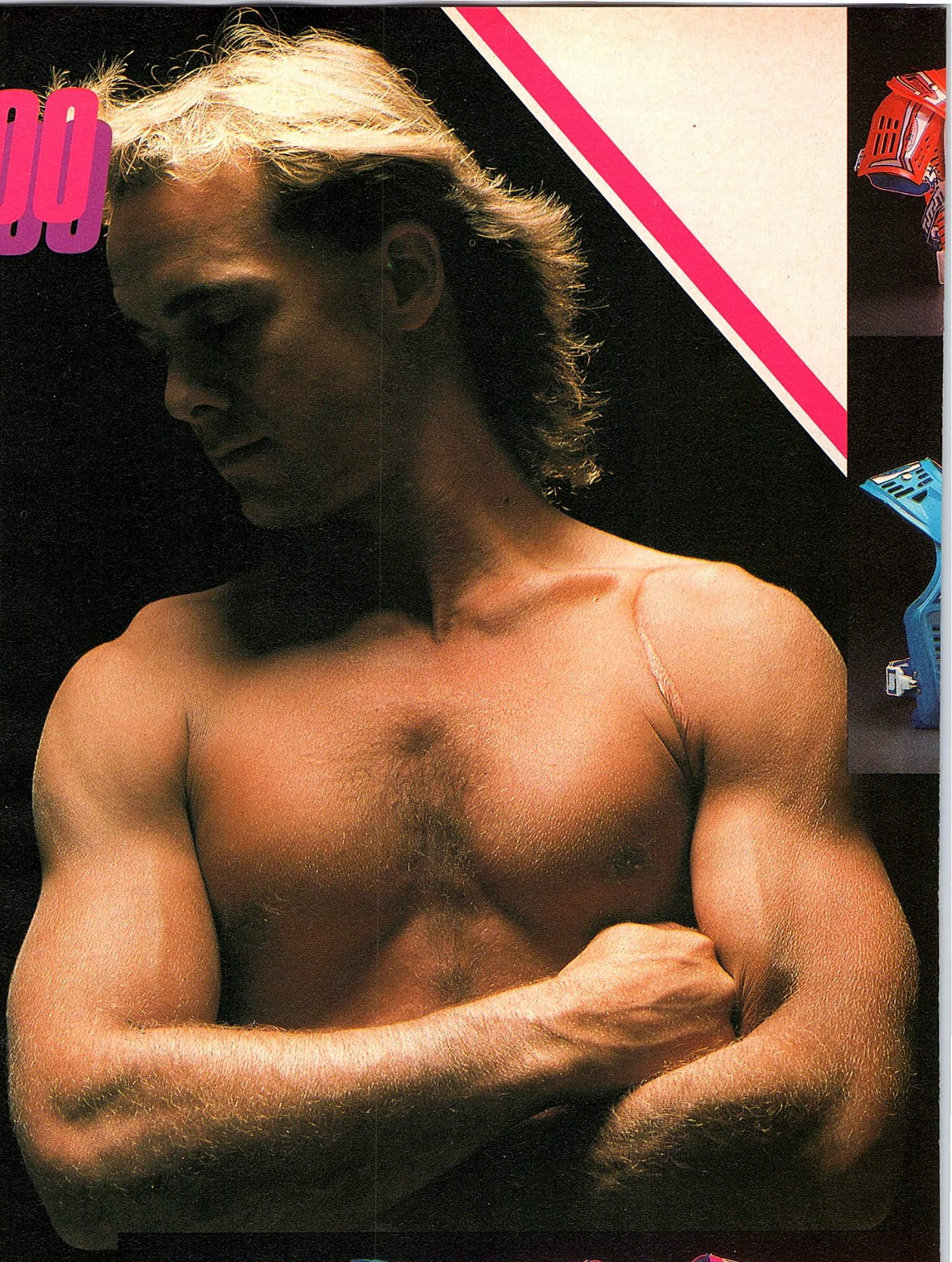
TO ORDER CALL (619) 421-2660

► *HARD BODY V-2000™. JT offers you Full Coverage Insurance with our Hard Body V-2000™. Total coverage, front and back, offers better odds for a long, consistent racing career than going "bare". Ask "Old Pro" Marty Smith.*

"I won my first European G.P. in 1976, and I know that staying power is half the battle. I am still racing, training and teaching motocross schools. And I'm still using JT equipment. Confidence is the key and my JT V-2000™ keeps me covered and doing what I love best - riding!"

► *PATENTED PROTECTION. Our patented Floating Wing™ locking shoulder hinge spreads the force of impact severity. And the special rib-design offers maximum strength with minimum weight. Lightweight, Vented and Mobile. A combination of protection, style and color selection unequalled by any other shoulder pad. Staying Power. The V-2000™ and You!*

V1000



► **V-1000™.** *The world's latest technology in chest protectors comes from JT Racing. The race-proven V-1000™ helps deflect rocks and dirt like a pro, and still lets you move like a winner, thanks to our exclusive design.*

► **IT RIDES WITH YOU. NOT AGAINST YOU.** *The V-1000™ uses a unique woven elastic strap and integral clear plastic suspension system for a great, infinitely adjustable fit and fantastic mobility. They keep you cool thanks to the louvered vents in the injection molded outer shell. And our V-1000™ won't restrict your riding style, due to our patented Floating Wing™ pivot concept.*

The V-1000™. Unequalled roost protection. Unbeatable style. And unreal comfort. (Design Patent #D276,280)

V-1000™	$63.50
52001JTCB	52001JTPB
52001JHOB	

TO ORDER CALL (619) 421-2660

V 3000 4000 500

► **V-3000™.** *Our "shortie" version that doesn't scrimp on style or technology. For shoulder and collarbone protection, it also offers upper front and rear torso coverage. Perfect for ATV, Enduro, Mini, Freestyle and BMX riders.*
(Utility Patents #4,467,475 and #4,516,273)

V-3000™	$63.95
■ 52003JSBB	■ 52003JHRR

► **V-4000™.** *The only full-race ATV gear that lets you crouch without getting pinched by your shoulder pads. A shortie front for full mobility, plus total rear torso coverage makes the V-4000™ the perfect set-up for ATV racing.*
(Utility Patents #4,467,475)

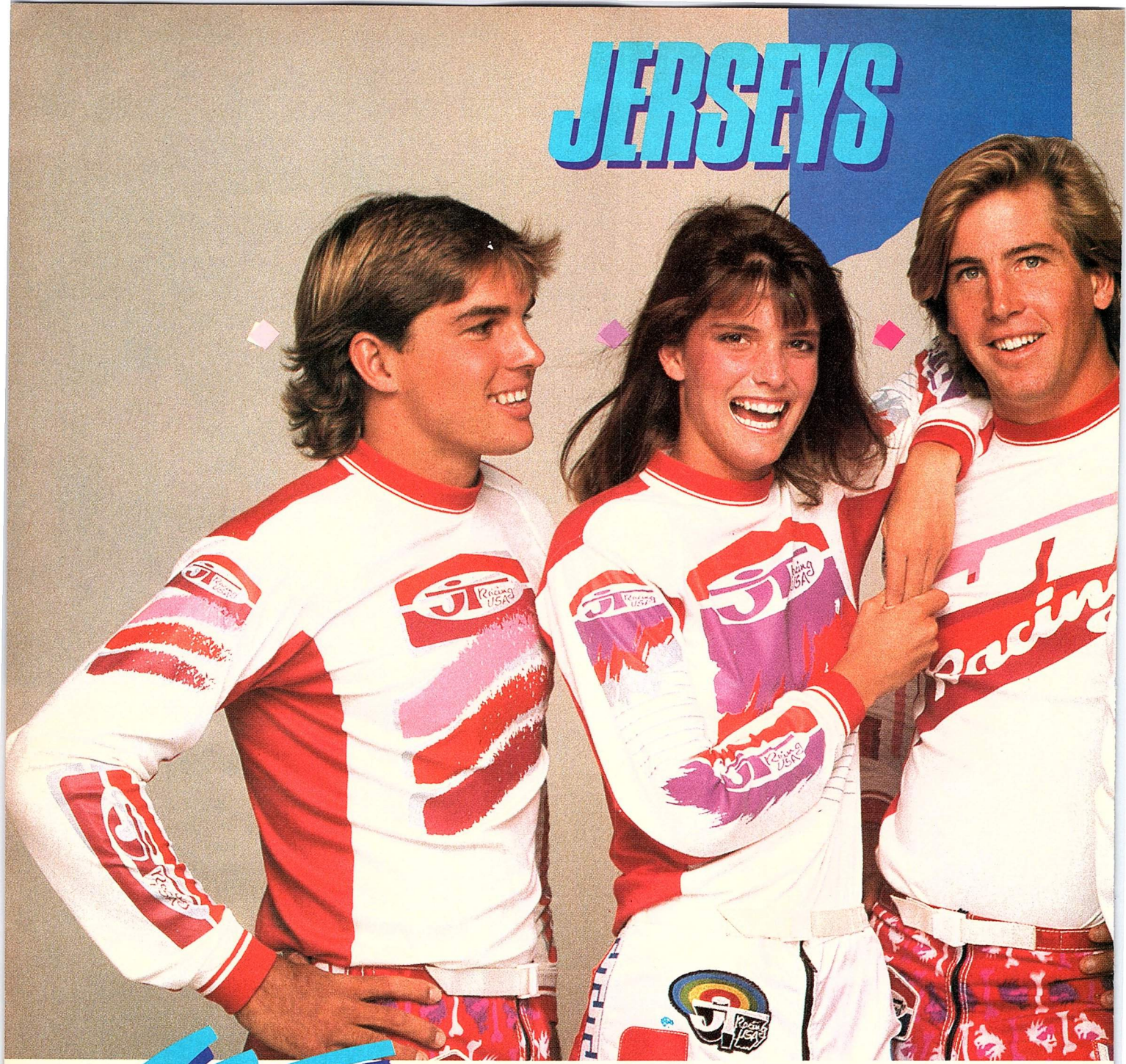
V-4000™	$89.95	
■ 52004JHOB	■ 52004JHWR	■ 52004JSBB

► **V-500™.** *The lightest of the entire V-Series pads, it's the hot set-up for riders needing minimum roost protection. The injection molded V-500™ features our patented Floating Wing™ for complete freedom, plus louvered vents for a continuous stream of cool air flow. Molded foam pieces around the neck roll and lower plates add comfort and safety.*

V-500™	$52.95	
■ 52008JTCB	■ 52008JTPB	■ 52008JHOB

TO ORDER CALL (619) 421-2660

JERSEYS



► **HOT UNDER THE COLLAR?** *We took the most comfortable and absorbent substance we know - 100% cotton - knitted it into coordinated racing stripes for collar and cuff and eliminated your need to be Hot Under the Collar! The JT Pro-Tour™ collar and cuff system is the coolest! No doubt.*

► **PADDED DISTINCTION.** *Then we decided to take a load off your shoulders. So we incorporated distinctive padding in the shoulder area to cushion the proper seating of your V-2000™ shoulder pads. We also padded the elbow for a little added protection.*

► **JT BODY LANGUAGE.** *Now we emphasized the body-hugging lines of our Euro-cut with an incredible knit interlocking fabric. ILK™ is soft to the touch, conforms to your every motion and wicks away perspiration.*

► **PRO-TOUR™ PIZZAZZ.** *JT has always found a way to be the leader of the pack! And now with Pro-Tour's™ bold colors, dramatic style and modern graphics You're in Great Shape with an individual Top-to-Toe racing look! Available in S, M, L & XL.*

©BoneHead Pattern JT Racing USA 1986

JT PRO-TOUR™ JERSEYS **$35.95**

29237WR	29239WR
29241WR	29236WT
29240WT	29238WT
29059WB	29062WC
29060WR	29061WB
29058WB	

CALL (619) 421-2660

GRIPS

$5.95

09150RD (ATV/BMX)
09150BR (ATV/BMX)
09150NE (ATV/BMX)

JT G-3™ GRIPS
09160RD (MX)
09160BR (MX)
09160NE (MX)

G-3™ GRIPS. Get a good hold on your racing career with JT Racing G-3™ Grips; the one preferred by World and National Champions.

Since different parts of your hand require different levels of "traction", the G-3™ has two special tread patterns in its soft plastic/rubber surface. There's one tread for your palm and another for your fingers. You get a better hold of the handlebars, better bike response and less fatigue. The G-3™ is uniquely designed to accomodate the needs of your entire hand.

WIRED FOR SAFETY. Serious racers also appreciate the three safety wire channels. The third safety wire and groove is on the outside of the grip flange and keeps a secure grip in the worst of conditions. For optimum in grip security. The JT G-3™. Get a good grip on your racing career.

Call (619) 421-2660

LIFE LINE™ GLOVES

WET GLOVES

HALF BREED™ GLOVES

LIFE LINE™ GLOVES $32.95

22240BW

HALF BREED™ GLOVES $19.95

22241BW 22241RW

WET GLOVES $3.95

20249RW (Adult)	20250RW (Kids)
20249WH (Adult)	20250WH (Kids)
20249NE (Adult)	20250NE (Kids)
20249BW (Adult)	20250BW (Kids)

Call (619) 421-2660

HALF BREED LIFE LINE WET GLOVES

► **LIFE LINE™ GLOVES.** *These incredibly fully vented gloves are constructed of a synthetic leather that won't crack, split or get brittle. Plus, you can put them in the washer! They're complete with special palm padding that eliminates bunching and blisters. Life Line™ Gloves. Performance in the palm of your hand! Sizes 5 - 11.* (Design Patent #240,975)

► **HALF BREED™ GLOVES.** *The original nylon/leather vented glove. It's famous for the soft goatskin palm and cooling vented nylon backing. The combination of spandex stretch and a Velcro® wrist closure, result in a perfect fit. Because of the unique padding design and stitching technology the Half Breed™ won't bunch up and cause blisters. Sizes 5 - 11.*

► **WET GLOVES.** *Perfect rainy season dirt bike gloves! A cotton, form-fitting gloves with hundreds of latex beads on the palm area. Great gripping power, plus warmth and complete finger movement. JT Wet Gloves. They'll keep you hanging to the bars. Adult and Kids Sizes.*

► **FLEXON™ GLOVES.** *Flexon™ gloves are built with the superior quality that has earned JT a worldwide reputation for the 17 years of unsurpassed product performance and reliability.*

► **WINDSHIELD WIPER OPTIONAL.** *JT leaves the competition flat! No other glove will fit your anatomy like our curves! Our secret? Flexon's™ exclusive curve-molded invisible FIT. Pre-formed palm with double-stitched Life Line™ palm padding. No binding. No cramping. Just complete Freedom of Flex.*

And free open air vents in the raised cushion backing feeds air through vented fabric at all points. Complete non-blocking air movement.

But the windshield wiper is optional; and it's free with every pair of JT Flexon's™. Use it at your convenience to help clear your way through a storm. (Berlese Patent #4,570,269)

JT FLEXON™ GLOVES	**$36.95**
22242RW	**22242WR**
22242WB	**22242BW**

TO ORDER CALL (619) 421-2660

LUGGAGE

► **JT MOTO LUGGAGE.** *JT's new, roomy bag line is so advanced that we refuse to call them bags anymore. Introducing JT MOTO LUGGAGE! A step ahead of the competiton. With colors so vibrant and a logo so distinctive, heads will turn in airports. Cyan Blue and BadBones Print.*

► **AIR YOUR DIRTY LAUNDRY.** *Unmatched exclusive construction features vented boot compartments and special pockets for goggles and other related equipment. And enough room for a worldwide tour!*

► **PROTECT YOUR PROTECTION.** *The instruments of motocross, like the instruments of music, need a rugged carrying case. And to protect expensive riding gear, you need durability you can count on above all else.*

► **BONE VOYAGE!** *Double stitching, rugged and vibrant Satinyl, heavy duty zippers and reinforced carrying straps guarantee that you and your versatile JT MOTO LUGGAGE will be traveling companions for a long time to come. Bone Voyage!*

JT SECOND GEAR (Cyan $24.95 Bonehead™ $25.95)

■ 09308CY02 ■ 09308BH02

JT THIRD GEAR $35.25

■ 09308CY03

JT FOURTH GEAR $47.95

■ 09308CY04

JT FIFTH GEAR $89.95

■ 09308CY05

THE BOOT

► **THE BOOT.** *You'll go feet first into the first turn with JT's The Boot! Dynamic plastic outer shield provides solid ankle support and shifting power. Better performance and longer life! Rugged protection that allows the best in the world to put their best foot forward.*

► **MADE TOUGH TO LAST.** *Constructed from high-grade one piece leather, THE BOOT is macho tough! Heavy Industrial stitching. Full skin leather. Rugged buckles. Our unique ankle reinforcement and tempered steel insole design helps absorb shocks and jolts transferred to the feet. The steel toe plate and hard sole compound insures maximum protection for many hours of riding!*

► **NO BREAK-IN NEEDED.** *We use only the highest quality leather for JT boots. That's why THE BOOT requires absolutely no break-in time! Never stiff or unflexible! Easily the most comfortable high performance boot on the market! For foot protection, comfort and support, there's nothing better than THE BOOT.*

► **TIPS FROM THE PROS.** *Take a tip from Lechien and Glover. THE BOOT from JT. A real winner!*

THE BOOT **$179.95**

■ **40284BR**

(619) 421-2660

CASUALS

Attention Please.....

There's no doubt you'll get noticed when you're out and about in JT's BadAction™ sportswear! You can't miss when you wear one of the new puff-ink T-Shirts. Or check out the Way BadBones™ fleece jackets and pullovers. And for real class, choose a JT AllStar™ Jacket for every occasion!

► **T-SHIRTS PAR EXCELLENCE!** *You'd better rush your order in if you hope to be among the first to get hold of our new hot T-shirts in puff-ink and hot-peel designs! BadBones™ and Banner T-shirts in puff-ink on turquoise T's. The JT Streak, Factory Rider Bones, and California Style on white. Sizes S,M,L,XL.*

JT T-SHIRTS	$10.35
JT BANNER	07681CY
JT FACTORY RIDER	07562WH
JT STREAK	07682WH
BAD BONES	07680CY
CALIFORNIA STYLE	07674WH

► **JT BAD BONES™ JACKET.** *This satin-fleece quilt-lined stunner features heather gray fleece body with Dupont nylon satin sleeves and pockets. The incredi-*

ble BadBones™ design on back makes this jacket WAY BAD! Fully lined with nylon quilted to polyfill for extra warmth. Completely machine washable with windproof collar and cuff. Sizes S, M, L & XL.

■ **BAD BONES™ JACKET 06237GB $109.95**

► **COZY FLEECE PULLOVER** with JT appliqued emblem in popular charcoal grey ThermoZone™ comfort fleece fiber. Ounce per ounce, ThermoZone™ is warmer! Features drop shoulder, 2 deep pockets and heavy duty zipper. Machine wash in Sizes S, M, L & XL.

■ **FLEECE PULLOVER 06236CH $79.95**

► **JT ALL STAR™ JACKETS.** Perfect for winter snowmobile rides, ski trails, motocross spectating or back-to-school. Nylon rip-stop fabric with hi-loft polyfill insure warmth while a snap-close windflap and adjustable cuffs give added wind protection. Distinctive JT Logo on front, rugged nylon zippers, and contrast piping highlights this classy jacket. Machine washable in Sizes: S,M,L,XL.

JT ALL STAR JACKETS $79.95

■ **06233WH** ■ **06233BR**

BAD BONES CORDUROY HAT $15.95

■ **02061CY**

SWEAT SHIRTS

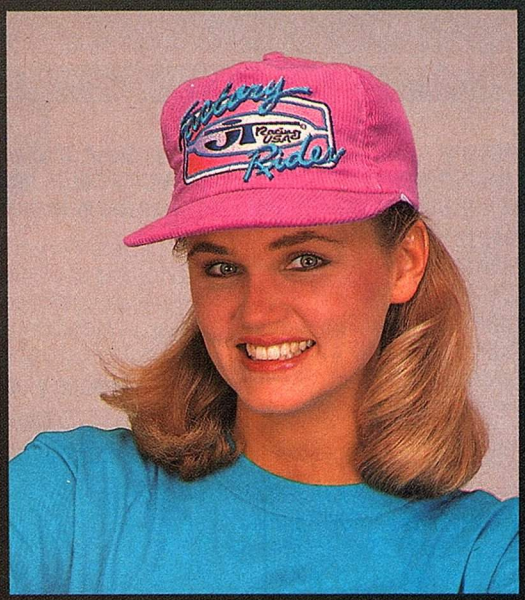
► **GET FLEECED.** *Sporty fleece-lined sweatshirts from JT will be your favorite Christmas warm fuzzy. Designed with a racing flare that includes a double-lined hood and contrast piping and trim across the chest and sleeves, these sweatshirts are perfect for any occasion. Drawstring hood and rib-knit cuff keep out windchill.*

Available through JT and your local JT dealer in a choice of five different styles. Choose White/Royal Blue, White/Cyan Blue or White/Red in sizes S, M, L, & XL.

JT SWEATSHIRTS	$27.95
06366WT	06379WT
06336WB	06363WB

TO ORDER CALL (619) 421-2660

HATS



► **JT PARTY HATS!** *For those seeking life in the fast lane, JT's collection of Factory Rider corduroy hats are just the ticket! Popular embroidered Factory Rider logo on classy, adjustable corduroy hat will win you over. Sensational color combinations and American classic styling in 100% cotton corduroy.*

With your new JT hat, you'll be the original party-animal - and you'll be goin' in style! Hats available in one size.

JT CORDUROY HATS **$15.95**

- **02058BE00**
- **02058WH00**
- **02058CY00**

TO ORDER CALL (619) 421-2660

► **JT RACING MOUNTAINLINE™** *integrates climate control, fit and style into a color explosion! Whether you're competing in road racing, off the road trials, cross country or downhill events, JT offers a survival system for comfort, style and protection. Push yourself and your equipment to the max in quality designs that are American Originals!*

- ***RED/WHITE MOUNTAINLINE™ JERSEY***
  RED/WHITE MOUNTAIN™ SHORTS
  RED PRO-LINE™ GLOVES
- ***BERRY/WHITE JERSEY***
  BERRY/WHITE KNICKER
  RED/WHITE SPORT-LINE™ GLOVES
- ***AQUA/WHITE JERSEY***
  AQUA/WHITE RACING TIGHTS
  BLUE PRO-LINE™ GLOVES
- ***AQUA/BERRY/WHITE JERSEY ****
  AQUA/BERRY/WHITE SHORTS *
  FINGERLESS TRAINER GLOVES
- ***BLUE/BONEHEAD™ PRINT JERSEY***
  BLUE/BONEHEAD™ PRINT RACING TIGHTS
  BLUE/WHITE FINGERLESS FLEXON™ GLOVES
- ***YELLOW/WHITE JERSEY***
  BLACK/WHITE SHORTS
  BLUE/WHITE SPORT-LINE™ GLOVES
- ***BERRY/WHITE/RED BONEHEAD™ PRINT JERSEY***
  BERRY/WHITE/RED BONEHEAD™ PRINT SHORTS
  RED/WHITE FINGERLESS FLEXON™ GLOVES

All Pants Shown Are Available in:

SHORTS Mens 13010 Womens 13015 $33.25

KNICKERS Mens 13030 Womens 13035 $53.25

TIGHTS Mens 13020 Womens 13025 $59.95

Sizes Small, Medium, Large & X-Large.
SPECIFY COLOR AND SIZES WHEN ORDERING
****Available in Womens Sizes S, M, L & XL.***

All Jerseys Shown Are Available in Both Long and Short Sleeve. Jerseys are made of plated cotton poly blend. Cotton wicks away perspiration into the poly where moisture evaporates.

MOUNTAINLINE™ JERSEYS

LONG SLEEVE Mens 33210 Womens 33215 $39.95

SHORT SLEEVE Mens 33110 Womens 33115 $36.95

► *JT Stroke Pro-Tour™ Jerseys are made of comfortable 100% cotton interlock fabric and give extra padded protection. Padding in the shoulder area, as well as in the elbows, pocket in back and zipper neck. Available in Cyan, Royal Blue & Red.*

■ **STROKE PRO-TOUR™ JERSEYS**

LONG SLEEVE ONLY	**33300**	**$39.95**

Sizes Small, Medium, Large & X-Large.
SPECIFY COLOR AND SIZES WHEN ORDERING

JT MountainLine™ Gloves are Available in Sizes Small (7-8), Medium (9-10) and Large (11).

FINGERLESS FLEXON™ GLOVES	**20130**	**$36.95**
PRO-LINE™ GLOVES	**20110**	**$29.95**
SPORT-LINE™ GLOVES	**20120**	**$15.95**
FINGERLESS TRAINER GLOVES	**20245CW**	**$6.95**

(Fingerless Trainer Gloves Available in Cyan Only.)

SPECIFY COLOR AND SIZES WHEN ORDERING

► **JT BONEHEAD™ BIKE CAPS.** *Available in the new Red BoneHead™ or the Cyan Blue BoneHead™ prints.*

BONEHEAD™ BIKE CAPS	**02062**	**$8.95**

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STROKE PRO-TOUR™ JERSEYS

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(619) 421-3602; (619) 421-3603; (619) 421-3603;
(619) 421-1304; (619) 690-1508.

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Mail Orders

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Payment

All orders are shipped C.O.D. Cash Only unless we have received payment with your order. We accept MasterCard, Visa, American Express and Discovery Credit Cards.

Special Orders

All Orders requiring Custom Lettering MUST BE PAID FOR IN ADVANCE. Approved charge cards are acceptable. Our warranties, implied or not, DO NOT cover Custom Lettering.

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JT Racing USA

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(619) 421-2660

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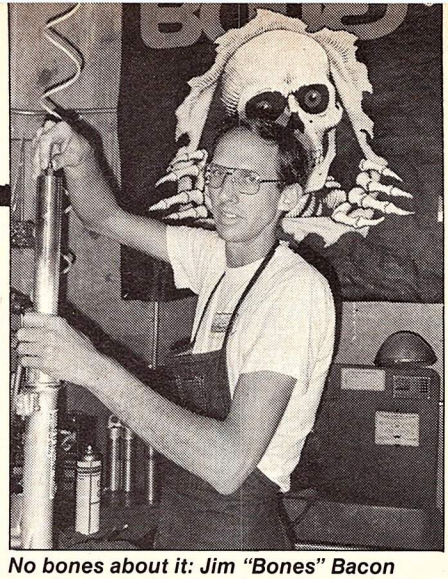
Ask the MXperts

SHOCK THERAPY

Tips from suspension-wiz Bones Bacon



No bones about it: Jim "Bones" Bacon used to be the nation's top Husqvarna 125 racer before retiring the leathers for a shop apron. Bones has worked on the suspension of most of America's leading privateers.

☐ Jim "Bones" Bacon is the suspension technician for Pro Circuit, where he is in charge of setting up the suspension of some of the fastest riders in the country. *MXA* got hold of Bones while he was working on '88 suspension setups and asked him some simple questions on fine-tuning a suspension.

MXA: *What should a new bike owner do to his suspension to get it correctly dialed in?*

Bones: For a shock, the first thing to do is get the correct sag measurement. Most production bikes come with too stiff of a spring and a lot of preload. Loosen the spring to set the sag at 100mm and then ride the bike. Run about a tank of gas through it before you start adjusting the compression and rebound, so that everything breaks in and the seals loosen up. Don't adjust the forks until after an hour of riding. Then you can also start working with the oil height and the compression adjuster.

MXA: *What are the most common problems you've encountered with stock suspension units?*

Bones: Almost all production shocks suffer from having too much air in the system. The factories don't bleed them adequately, so they fade very quickly and feel spongy. It's crucial to a shock's performance and life span that it be set up correctly and serviced frequently by someone who knows what he's doing.

MXA: *Why is the oil change so important?*

Bones: Shocks are like everything else on a bike—without proper maintenance, they wear out. When the oil breaks down, the shock heats up faster and the piston wears more. When the oil is changed it has to be set at the right volume. For optimum performance the oil should be changed after a maximum of ten hours of riding.

MXA: *Are the accessory shocks so much better than stock that buying them is worthwhile?*

Bones: If there's one thing I firmly believe in, it's that stock suspension units can be made to work as well as anything else. A lot of people aren't willing to spend the time working with the production parts and, instead, go out and spend $500 on a new shock. That's the difference between the factories and everyone else—they spend a lot of time testing a part to make it right. With a little time and effort, the stock suspension can work perfectly.

* * *

For on your suspension setup, send a stamped, self-addressed envelope to Pro Circuit Racing, 4212 E. La Palma Ave., Anaheim, CA 92807; Attn: Bones. ☐

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*featuring the SCOTT SPORTSHIELD with wrap-around ear pieces and sport leash.

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Cuts through dirt better than

THE NEW RMs

New and improved. The '88 RMs. We're off to a fresh start.

Power to get the competition white. The '88 RM125 and 250's all new extra-strength features include an improved power valve, new cylinder porting, and a new pipe and silencer to give you a broader, stronger power delivery. And the RM's newer, lighter TMX flat-slide Mikuni carburetor gives you quicker, crisper throttle response—for those fast, clean getaways.

Easy to use: just pour it on. Cutting through dirt on the new RMs will be easier than ever. The RM125 now offers a new rear disc brake to make split-second stopping quicker and more certain. On the RM250, the radiators have been lowered and a new seat and tank developed to create a dirt bike that

RM250

RM125

Play it safe. Ride with care. Read your owner's manual carefully. (Always supervise youngsters riding the RM80.) Always wear an approved helmet, eye protection, and protective riding apparel. The RM series

the other leading brands.

reacts instantly to rider input, and improves cornering stability. The 250 also boasts a newly added head stay for extra frame rigidity and to minimize vibration. Both the RM125 *and* 250 offer a newly revalved front fork and rear shock to vastly reduce "stiction." Washing up the competition has never been this easy.

To get out all the wrinkles, our engineers and factory race team put these bikes through thousands and thousands of motocross miles of testing and re-testing until everything was just right.

Now you can whisk the competition away and listen to the cheer. Because the new RMs will make it easier for you to clean-up in '88.

RM80

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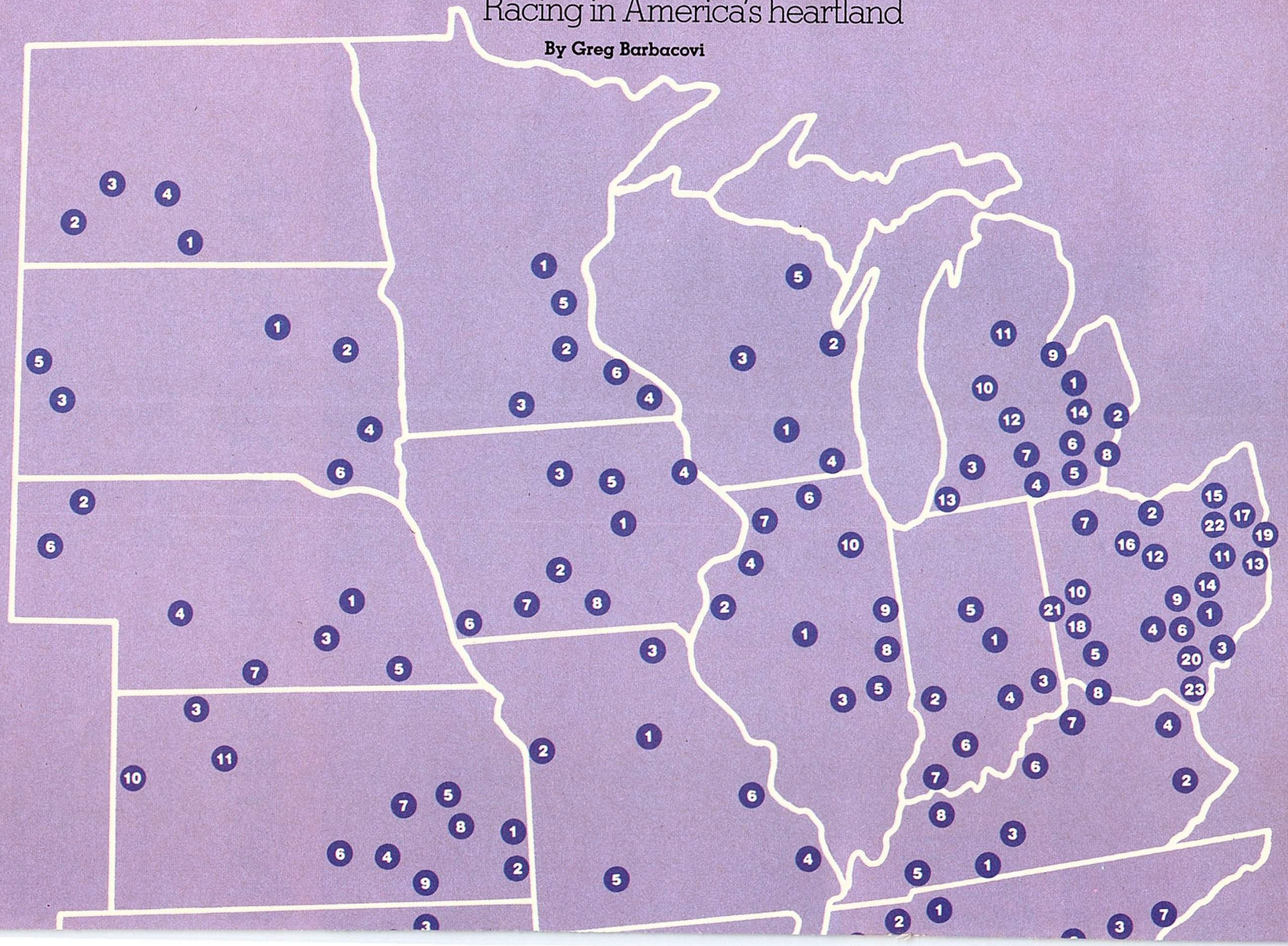
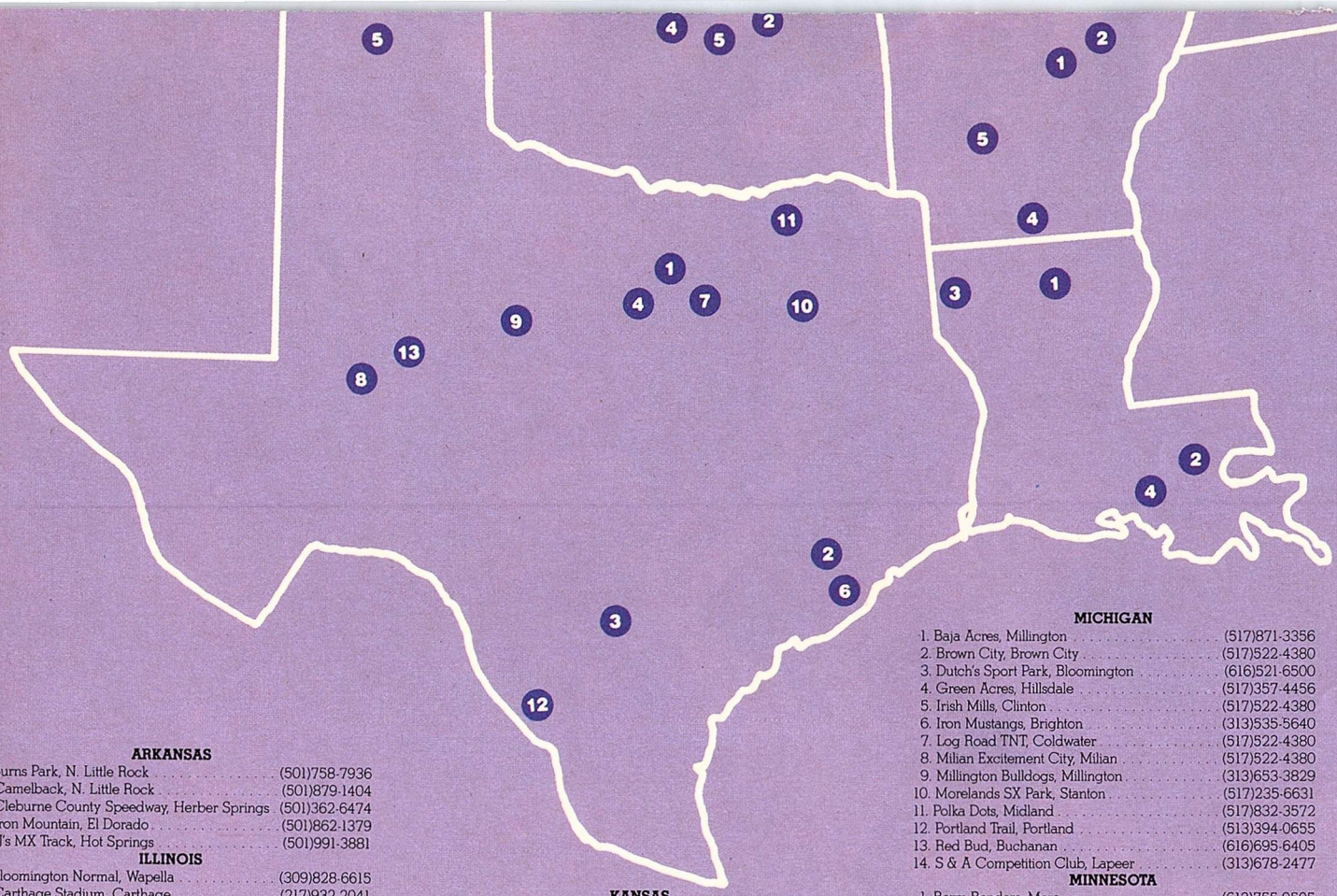
ON ANY SUNDAY, PART II

MOTOCROSS TRACKS OF THE MIDWEST

Racing in America's heartland

By Greg Barbacovi





ARKANSAS

1. Burns Park, N. Little Rock (501)758-7936
2. Camelback, N. Little Rock (501)879-1404
3. Cleburne County Speedway, Herber Springs (501)362-6474
4. Iron Mountain, El Dorado (501)862-1379
5. JJ's MX Track, Hot Springs (501)991-3881

ILLINOIS

1. Bloomington Normal, Wapella (309)828-6615
2. Carthage Stadium, Carthage (217)932-2041
3. Effingham Track, Effingham (217)932-2041
4. Galesberg MX, Galesberg (309)344-1714
5. Lincoln Trail, Casey (217)932-2041
6. Maplehurst Cycle Park, Spring Grove (815)344-1973
7. Motosports Park, Byron (815)234-2271
8. Paris, Paris (217)463-4775
9. Pleasure Riders, Westville (217)446-4555
10. Santa Fe Speedway, Hinsdale (312)839-1050

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2. C&S Sports Concepts, Terre Haute (812)894-2708
3. Haspen Acres, Laurel (317)698-2420
4. Hoosier Hilltoppers, Uniontown (812)445-3769
5. Knobby Hill, Hortonville (317)758-4954
6. Midway MX, Mitchell (812)849-2402
7. Red Fox TNT, Lynnville (812)464-8455

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1. Hawkeye Downs, Cedar Rapids (319)366-5187
2. Hubbill Track, Des Moines (515)283-4915
3. Jefferson County Fairgrounds, Mason City (517)322-2237
4. OK-MX, Guttenberg (319)252-1820
5. Rambling Wheels, New Hartford (319)983-2598
6. Rapid Ridge, Essex (712)379-3644
7. Sluggo's, Creston (515)782-9272
8. Wilcox Park, Knoxville (515)946-7732

KANSAS

1. Circle W Recreation, Hepler (316)368-4700
2. Coal Country MX Park, Pittsburg (316)231-7643
3. Dirt Diggers, Norton (913)817-5452
4. Jeep's, Wichita (316)685-0223
5. Northeastern, Westmoreland (913)456-2546
6. Praire Pups Park, Hutchinson (316)663-4066
7. Race Place Two, Chapman (913)238-2007
8. Santa Fe Trail Cycle Park, Carbondale (913)564-9171
9. Sprockets, Mulvane (316)777-1708
10. Table Top Raceway, Goodland (913)899-5314
11. Trego County Fairgrounds, Wakeeney (913)743-2974

KENTUCKY

1. Allen County Jaycee MX Track, Scottsville (502)237-4688
2. Eastern Kentucky, Eastern (606)285-9306
3. Edmonson County MX, Brownsville (502)286-8334
4. Greenbow MX, Argillite (606)473-7590
5. Lakeland Track, Cadiz (502)522-6839
6. Ohio Valley Raceway, Louisville (502)351-7363
7. Pendleton County MX Park, Gardnersville (606)472-3442
8. Rough Country, Henderson (502)521-7937

LOUISIANA

1. Cheniere Lake MX, West Monroe (318)323-9143
2. Riverside MX Park, Denim Springs (504)665-2975
3. Shreveport Speedway, Shreveport (318)227-1154
4. Scooters I-10 MX Park, Baton Rouge (504)295-1200

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1. Baja Acres, Millington (517)871-3356
2. Brown City, Brown City (517)522-4380
3. Dutch's Sport Park, Bloomington (616)521-6500
4. Green Acres, Hillsdale (517)357-4456
5. Irish Mills, Clinton (517)522-4380
6. Iron Mustangs, Brighton (313)535-5640
7. Log Road TNT, Coldwater (517)522-4380
8. Milian Excitement City, Milian (517)522-4380
9. Millington Bulldogs, Millington (313)653-3829
10. Morelands SX Park, Stanton (517)235-6631
11. Polka Dots, Midland (517)832-3572
12. Portland Trail, Portland (513)394-0655
13. Red Bud, Buchanan (616)695-6405
14. S & A Competition Club, Lapeer (313)678-2477

MINNESOTA

1. Berm Benders, Mora (612)755-9505
2. Elko Speedway, Elko (612)451-3864
3. Kato Cycle Club, Mankato (507)345-1984
4. Midway Recreation Park, Kellogg (507)534-2841
5. Norseman, Cambridge (612)689-2760
6. Spring Creek, Millville (507)753-2916

MISSOURI

1. Finger Lakes State Park, Columbia (314)474-2444
2. KCI Raceway, Kansas City (816)966-0407
3. Mid-America Cycle World, Memphis (816)465-7067
4. Motorsport Raceway, Cape Girardeau (314)334-5439
5. Possum Hollow MX, Springfield (417)887-3524
6. St. Joe State Park, Flat River (314)431-3690

NEBRASKA

1. Butler County Fairgrounds, David City (402)542-2423
2. Gorden Fairgrounds, Gorden (308)762-5018
3. Kam Raceway, Hastings (402)463-4717
4. Lincoln County Fairgrounds, North Platte (308)532-1106
5. Oak Ridge Park, Filley (402)223-3990
6. Oregon Trail, Alliance (308)762-6511
7. Orleans Lions MX, Orleans (308)652-2797

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1. Boones Farm Cycle Park, Bismark (701)933-2360
2. Dickinson MX, Dickinson (701)227-1135
3. Ridge Runners, Beulah (701)873-5947
4. Riverdale Raceway, Riverdale (701)933-2360

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1. Action Sport Promotions, Nelsonville (614)753-2169
2. Amhurst Meadowlands, Amhurst (216)988-9100
3. Athens MC, Athens (614)594-2120
4. COCR, Lancaster (614)654-0776
5. Dirt Country, Blanchester (513)625-9987
6. Echo Hills, Logan (614)385-5542
7. Glass City Motosport Park, Delta (419)476-2312
8. Holeshot Hills, Cincinnati (513)738-3814
9. Honda Hills, Linnville (614)228-0690
10. Kenworthy's MX Park, Troy (513)335-7111
11. Mathias Raceway, Dover (216)336-8678
12. Mid-Ohio, Lexington (419)522-6155
13. Motorsports Trails, Millport (216)821-2966
14. Muskingum Valley, Zanesville (614)452-7415
15. Ohio International Raceway, Ravenna (216)369-5993
16. Sandusky Valley Riders, Tiffin (419)447-6489
17. Springvalley, Millport (216)823-9069
18. Stoney Hollow, Dayton (513)263-9321
19. Sundance Valley, East Palestine (216)792-6341
20. Vinton County Fairgrounds, McArthur (614)596-2057
21. Treaty City MC, Greenville (317)964-3419
22. Western Reserve, Salem (216)337-8077
23. Yes-Star Inc., Gallipolis (304)576-2386

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2. Allen Ranch, Tulsa (918)428-1237
3. AMBUCS, Ponca City (405)762-3635
4. Interstate MX Park, Oklahoma City (405)390-2100
5. Motorcycle Raceways, Oklahoma City (405)681-9492
6. Perry's Pit Stop Raceway, Perry (405)336-3555

SOUTH DAKOTA

1. Aberdeen Racing Association, Aberdeen (605)229-4055
2. Couteau Hills, Watertown (605)886-4865
3. Red Dot Raceway, Rapid City (605)393-1941
4. Saddleback, Sioux Falls (605)338-5052
5. Spearfish Raceway, Spearfish (605)348-6037
6. Yankton MX, Yankton (605)665-1240

TENNESSEE

1. B&J, Clarksville (502)522-6839
2. Henry County Fairgrounds, Paris (901)642-1513
3. I-40 Park, Lenoir City (615)986-4764
4. Jax MX, Milan (901)662-7123
5. Muddy Creek, Blountville (615)323-5497
6. Putnam County Fairgrounds, Cookeville (615)528-5724
7. Smoky Mountain, Pigeon Forge (615)453-4622

TEXAS

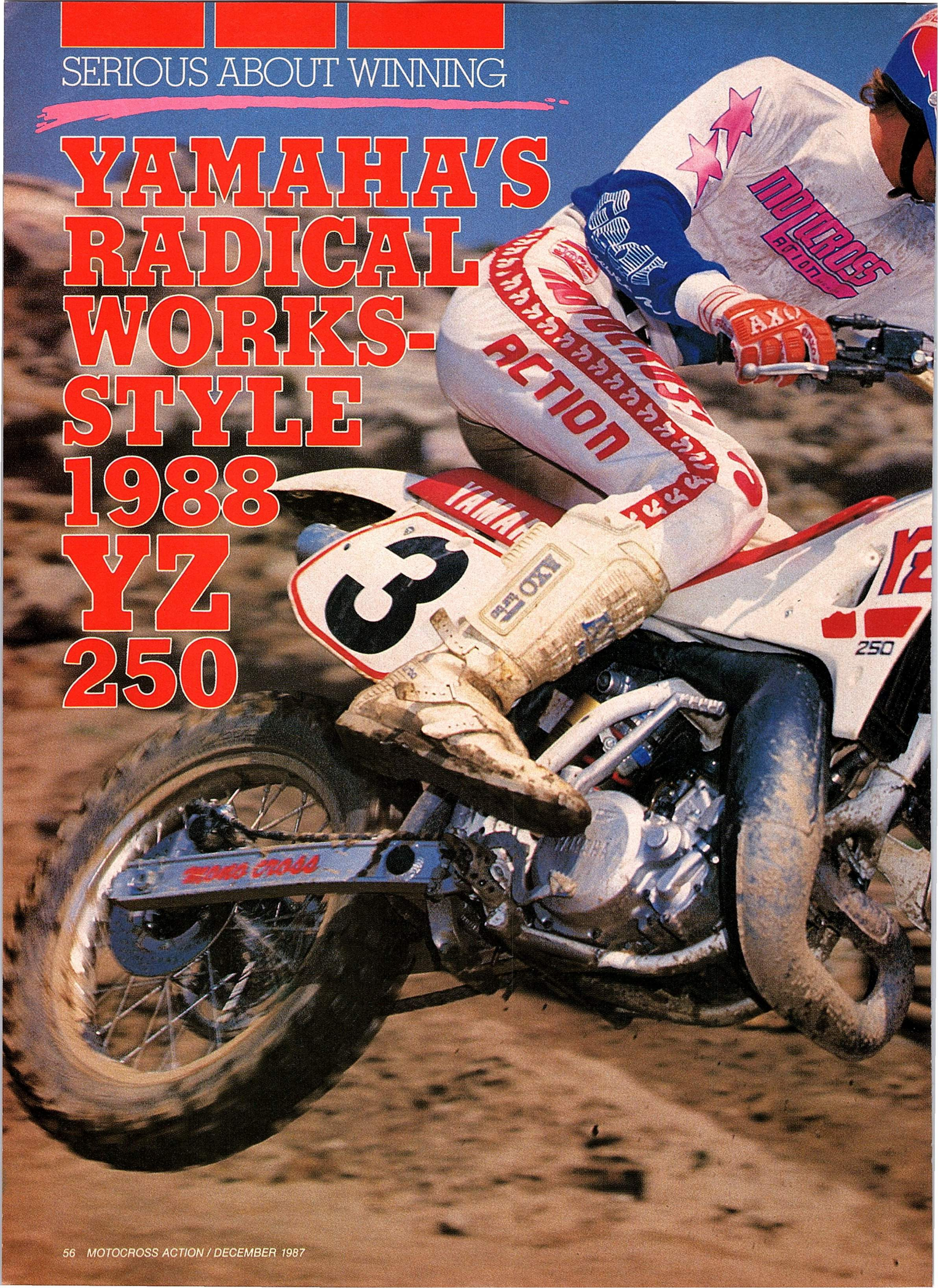
1. Burleson MX, Burleson (817)295-8908
2. Conroe Park, North Houston (409)273-2336
3. Good Times Motorsports Park, Natalia (512)663-9914
4. Lake Whitney Cycle Ranch, Lake Whitney (817)694-2901
5. Mesa Raceway, Fritch (806)857-2235
6. Rio Bravo, Houston (713)459-1254
7. Ross Downs MX, Colleyville (817)481-2804
8. South Forty, Crane (915)558-3989
9. Spring Valley, Abilene (915)673-4574
10. Swan, Tyler (214)882-4215
11. Tornado Valley, Paris (214)982-6501
12. Webb County Raceway, Laredo (512)724-2101
13. Westside Optimist Club, Midland (915)683-4873

WISCONSIN

1. Aztalan, Solon Mills (414)786-4420
2. Denmark, Denmark (414)684-0237
3. Dyracuse, Wisconsin Rapids (715)424-4129
4. Lake Geneva Raceway, Lake Geneva (608)248-8566
5. Paul Bunyon, Lakewood (715)276-7610

SERIOUS ABOUT WINNING

YAMAHA'S RADICAL WORKS-STYLE 1988 YZ 250



For the first time in years it's new from the ground up

☐ Yamaha is tired of being everybody's punching bag. Over the last five years they have rehashed, recycled and renovated frames, engines and components until it has become almost impossible to tell what's new and what's old. The Yamaha race team went to production bikes a year before the AMA mandated the production rule. It wasn't faith in their stockers—it was budget cutting. When Ricky Johnson left Team Yamaha they withheld $17,000 of his final paycheck as punishment for saying good things about his new Honda employers. Jeff Leisk joked earlier this season that the Yamaha race team thought that changing the jetting was a major mod. Jokes, laughter, derision and no small number of inferiority complexes have haunted Yamaha.

NO MORE KIDDING AROUND

Yamaha got tired of being the brunt of everybody's jokes. To fight back, they introduced the amazing YZM500 works bike. A rectangular aluminum frame is mated to a monocoque aluminum rear subsection. The YZM was the wildest motocross bike ever to hit the Grand Prix circuit, and it won more than a few motos. The YZM500 helped regain Yamaha pride, but unfortunately, it wasn't for sale to the public.

When word came out that Yamaha was releasing a totally new YZ250 for 1988, all the knowing smiles, jokes and giggles returned. The new works bike was something wild, but all the past YZ production bikes had been little more than updates of old designs. Nobody expected the totally new YZ to really be totally new. Surprise! It is!

HOW DOES IT RUN?

Like no other Yamaha ever. The power, for the first time, is decidedly low end. Power comes on right off of idle and pulls clean, strong and torquey through the mid-range. There isn't a lot of top end, but still enough to squeeze out a couple of extra yards on a long straight.

One of the amazing facts about Yamaha engines is that they were the first to use the power valve, but never had an engine that ran as though it had a power valve. A power valve is a variable exhaust port. The exhaust port height is changed with rpm to meter the power. A low exhaust height enhances low rpm power, and a tall exhaust height gives the engine maximum top end. At least that is how it works in theory. Yamaha invented power valves, but never produced a powerband that had good low end, brisk mid-range and strong top end. Yamaha's power valve engines had mid-range-and-up powerbands. Yamaha's power valve didn't cut it.

For 1988, Yamaha put some thought into the YPVS (Yamaha Power Valve System). It was moved lower in the cylinder and reshaped to provide smoother gas flow. Yamaha also redesigned the intake side of the cylinder by positioning a new intake

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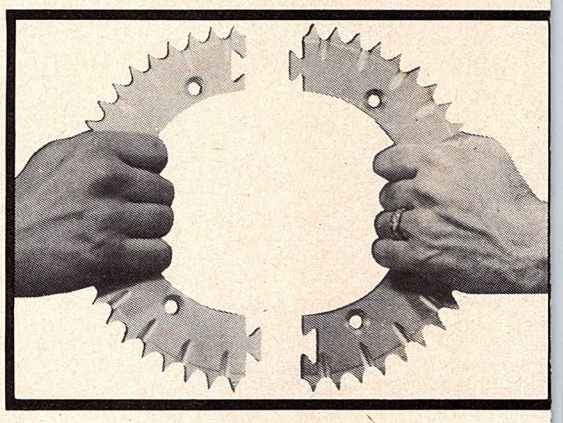

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port directly into the crankcases. The result? Serious low end and mid-range!

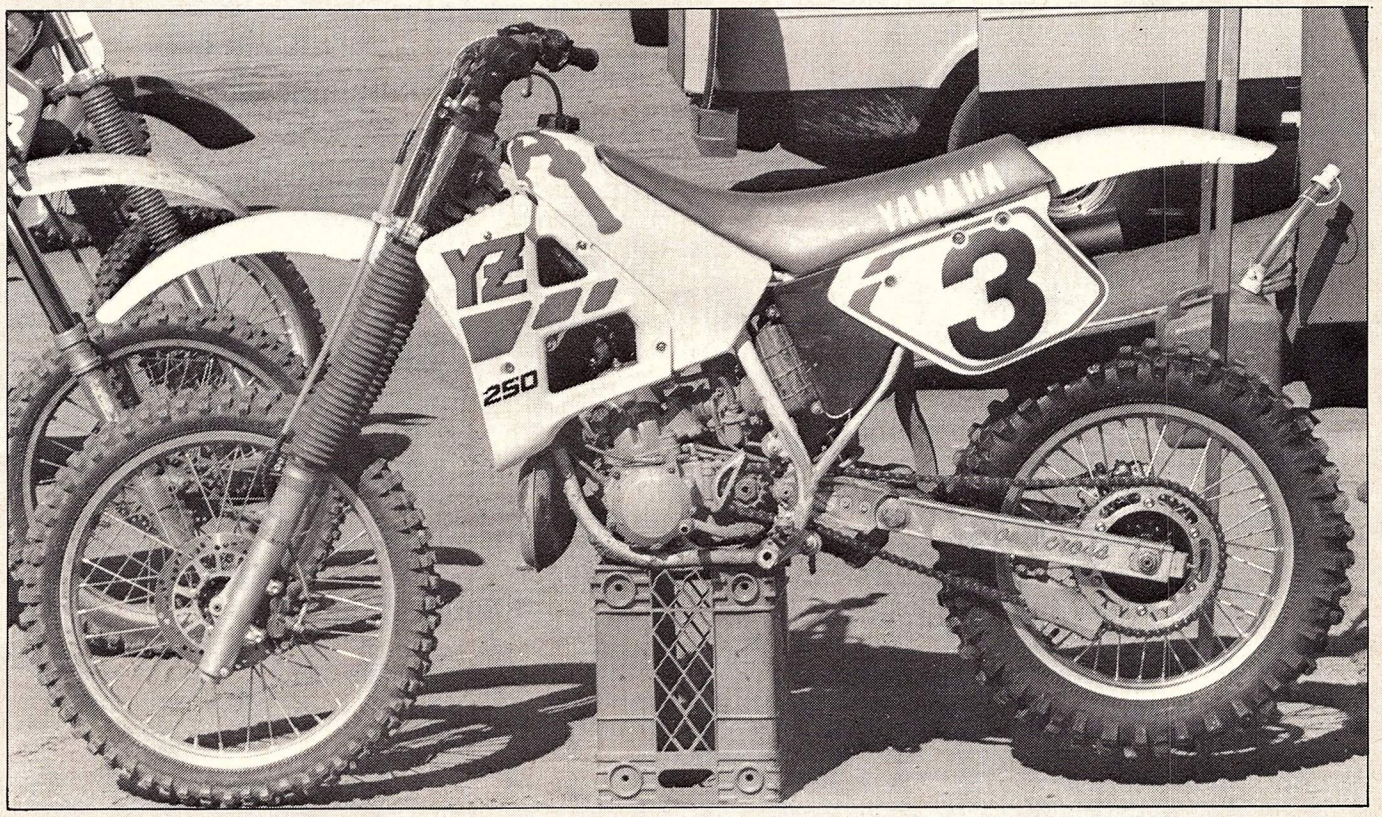
THE POWER VALVE ACTUALLY WORKS

It has been almost ten years since Yamaha invented the YPVS, and finally they got it to work. The 1988 YZ250 powerband is easy to ride. Power delivery is immediate and responsive. It is well mated to the engine's new close-ratio tranny, and a good rider can keep the engine on song with a light touch of the shift lever. Average riders will love the power. It is torquey and very manageable.

1988 YZ250

ONCE THROUGH THE PARTS BIN

INSIDE THE '88 YAMAHA YZ250



• It has become tradition for Yamaha to build new models which retain a large portion of the old model. In 1988, Yamaha has finally thrown away all the parts and started fresh. How fresh? There is not a single major part left over from the '87 model.

Yamaha's new YZ250 is the most serious motocross effort the company has produced in five years. What's new? What's changed? What's hot?

INSIDE THE ENGINE

Yamaha has built a totally new engine underneath the new silver finish. A radically aspirated seven-port cylinder is mated to a small-volume, high-compression head. The Power Valve has been repositioned 5mm lower in the cylinder to modulate the exhaust port height and shape more precisely. Smaller-diameter cranks rotate on smaller bearings to bring out snappier power delivery.

Clutch action is improved by the addition of 8mm-larger clutch plates, needle bearings on the shaft instead of bushings, and a lighter feel (thanks to better cable routing, a redesigned pushrod and a more radical lifter-cam shape).

Even the shift shaft has been moved (16mm back and 5mm up) to end missed shifts. Closer gearbox ratios bring the high-geared YZs into the motocross ballpark, and eliminate missed gears.

At the track: Wrapped in works-style YZM plastic the 1988 Yamaha YZ250 is sleek, slim and trim. There are no parts left over from 1987. It is new from the ground up.

A CHASSIS WITH CLASS

Yamaha left the 28-degree rake and 119mm trail the same as last year's, but everything else on the frame is changed. A larger 52mm steering head increases rigidity (Kawasaki improved its handling last year with this mod), and the front down tube and rear subframe tubes have been reinforced.

Bigger bolts are now used to hold the YZ250 motor in the frame, and in a neat touch, the swingarm pivot has been moved 5mm lower and 5mm forward to reduce chain torque and improve chain tension. The aluminum swingarm is longer and the overall wheel base is 10mm longer.

What else could they change? The footpegs are stronger, the brake pedal routes up and over the footpegs, the seat extends up to the gas tank, and the front disc has been increased in size by 10mm to improve stopping power.

SUSPENDERS OF THE STARS

Yes, Virginia, the forks are cartridge units. This is a major improvement in the overall Yamaha package. The new 43mm Kayaba cartridge kits provide more consistent and responsive damping.

No more BASS. The Brake Actuated Suspension System (which never really worked, anyway) has been dropped, and in its place is an improved shock linkage (with a more progressive rising rate). Yamaha recently invested heavily in Ohlins and the result is a new *Ohlins-type* shock with bleed-screw compression damping.

MISCELLANEOUS TIDBITS

Borrowing shamelessly from the innovative aluminum-framed YZM500 works bike, the '88 YZ250 has a unique look. Extra-large radiator wings cover the radiator and half of the cylinder. Most riders think the new Yamaha look is modern, space-age and very up to date.

The rear brake is finally a disc. Silver-colored rims are laced to smaller and lighter hubs to lessen unsprung weight. Z-spokes are a thing of the past. Straight-pull spokes replace them.

Coolant is pumped into the cylinder via a larger-capacity water pump, and Yamaha reduced the number of external rubber hoses by internally routing the water.

Yamaha finally increased the size of the airbox, and more importantly, the airboot between the carb and filter has been enlarged to give the YZ the kind of airflow it needs to run up to snuff.

The steering stem is aluminum to save weight. •

BIG BUCKS, BONUSES & TROPHY GIRLS

MY LIFE AS A YAMAHA FACTORY RIDER

• "Jody, we have a pre-production '88 Yamaha YZ250 and we'd like to have you race one at the Western USA Championship," said the voice on the other end of the phone. "The bikes have never been raced, and we are almost through with our press showings. Do you want to race it?" I remained fairly calm, took a couple of deep breaths and then giggled to myself. Could this be true?

"I suppose we're talking factory ride here?" I asked.

"Oh, yeah," said the voice, a little taken back. "We'll provide a mechanic, box van, bike and parts."

"What about a salary, contingency, win bonuses, airfare, hotels, rent-a-cars, a trip to Japan for testing, and lunch?" I demanded.

"We can do the lunch part," he said.

"Good enough!"

THE FACTORY RIDE

The race was scheduled for Perris Raceway near the famous Elsinore Grand Prix track. It is only about 25 miles from my house. I threw my gear bag, knee braces, goggles and boots into the back of my truck at seven in the morning and hot-footed it toward Lake Elsinore. As I pulled into the track, the Yamaha box van was already parked over by the pit fence, the '88 YZ250 was unloaded and about a million drooling kids were standing around ogling it.

Cliff Lett, who used to be Ricky Johnson's mechanic, was doing the wrenching chores. Cliff, a former SoCal 125 Pro of some reknown, still works for the Yamaha racing department, but in the testing section with Ed Schiedler. Scheidler had been Pierre Karsmakers', Jim Weinert's and Broc Glover's mechanic before switching to Yamaha's Engineering and Testing department. These guys are heavies.

◄ *Factory wrench: Cliff Lett, Ricky Johnson's former Yamaha mechanic, did the tuning for Jody's Team Yamaha debut. There is no truth to the rumor that Cliff took lap times with a sun dial.*

"I have this new Bridgestone tire. It's not released yet, but it should work well in practice," said Cliff. I looked at the tire and nodded my okay. I wasn't going to tell him how to do his job. I sat down to get dressed while Cliff put the rear wheel on the bike. My confidence was boosted when I noticed that we had spare wheels with different tires ready. My confidence took a dive when I saw that Cliff had laid out spare handlebars.

PRACTICE MAKES PERFECT

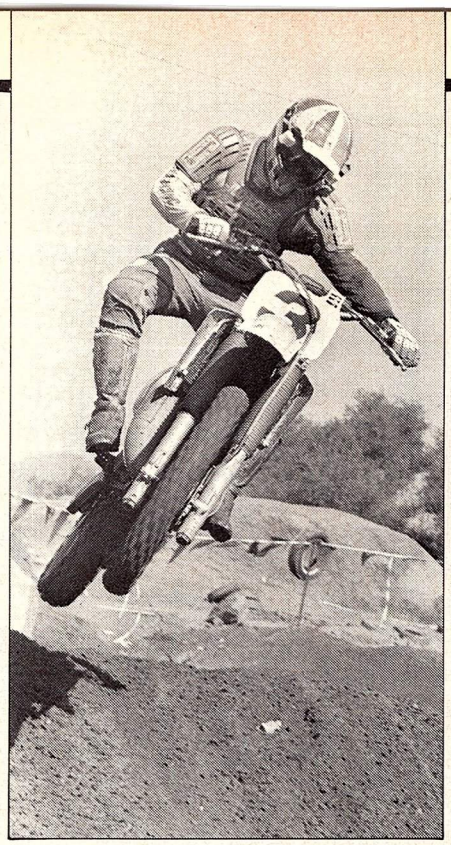
Practice had already started when I slipped my goggles on, but we still had to set the ride height. We tightened the spring to 95mm of sag. Cliff poured in some gas and I kicked the YZ250 over. It fired up on the third kick. I pulled out of the shadow of the box van, feeling all the world like a high-paid factory star. I glanced back and Cliff gave me the thumbs-up sign. Then I ran out of gas because I had forgotten to turn on the petcock. I fumbled with the gas line and kicked the bike about ten times before it fired again. I looked back, but Cliff didn't give me a second thumbs-up sign.

Practice didn't go as well as I would have liked. The track was muddy, and out of guilt, I tried to avoid getting the new bike dirty. I was the only guy taking a zigzag path down the straight. Two laps later, Cliff waved me to the side of the track and made some quick adjustments to the Kayaba cartridge fork clickers. The forks were riding high in the corners, and I was having trouble cutting tight in the turns. They felt better on the next lap.

"It doesn't want to turn in the hairpins," I told Cliff. He immediately changed the fork height in the triple clamps. "The rear brake lever is low enough, but the pedal is too sensitive," I said next. Cliff immediately loosened up the clevis and pin on the brake reservoir. "The shock is riding high and feels very stiff in the mid-stroke," I added when he finished with the brake. Cliff changed the spring preload. "The rear tire isn't hooking up. I'm spinning coming out of the berms," I reported. Cliff pulled off the rear wheel and slipped in a differently shod unit. "It seems to be well damped in the mid-stroke, but the high-speed compression damping is too light," I told Cliff once the rear wheel was on. He made some adjustments to the compression clicker. By the time Cliff was finished with the bike, he only had time to clean off the numberplates before the first moto.

THE RACE TO GLORY

I got to the line late and had to squeeze into the absolute inside slot on the gate. When it fell, I launched out with a steady surge and left the YZ on into the left-hand sweeper. I was in second place. My inside line got me to the corner in second, but the tighter bend lost me a place to a guy who flew by on the outside. I got into the hairpin third. I was overconfident. The bike was working very well. I could see Cliff standing by the finish line each time I passed by. Unfortunately I slipped backward about four more places before calming down.



When the factory calls: Jody got to be the first rider to race the 1988 YZ250. No, he didn't win. Yes, he made up fantastic excuses.

"You started going faster toward the end," said Cliff after the moto was over. "Once you got in the groove, your lap times really improved."

I felt better. At least Cliff wasn't embarrassed, and the '88 Yamaha had seen its first race action. My second moto went better. I got an identical start but picked up the pace quicker. I fought hard for my position, making life miserable for the guy behind me. I held onto fourth place at the finish. I had no illusions of victory—the three guys in front of me beat me almost every week. It is the same as lining up at a National and seeing Ricky Johnson, Jeff Ward and Ron Lechien on the starting line—fourth starts to look pretty good.

POST-RACE POST-MORTEM

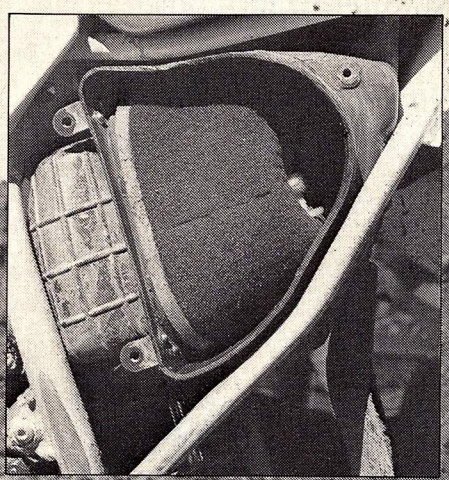
A crowd gathered around the '88 Yamaha YZ250 after the race. I sat on my lawn chair swilling Gatorade while Cliff began to load up the box van. Yes, there had been pressure to perform. It is hard to forget that you are the only rider (and the first) who has thrown a leg over the '88 Yamaha in competition.

It's something that happens to only one rider every year. I'm glad it was me. •

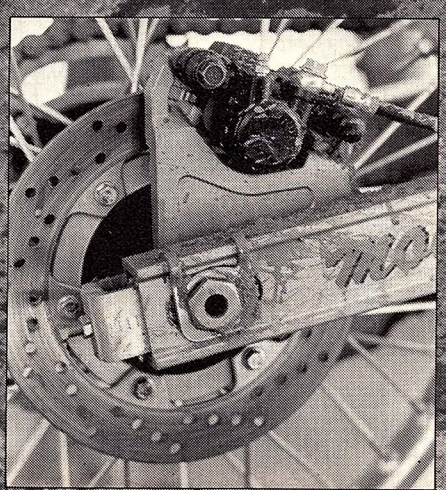
1988 YZ250

WHAT ABOUT THE SUSPENSION?

First off, it still feels like a Yamaha. The handling is the same combination of accurate steering and high-speed stability that has kept Yamaha in the hunt for the last five years. A slightly changed weight bias improves rider input, but the biggest overall enhancement of the Yamaha package is in the forks. Kayaba cartridge forks give the YZ the ability to slam into whoops, berms, and jumps without the rider flinching, and better yet, the YZ itself doesn't flinch (or pitch you off) when the going gets tough. Last year's YZ250 forks weren't bad, they were atrocious. The new forks aren't good, they are great.

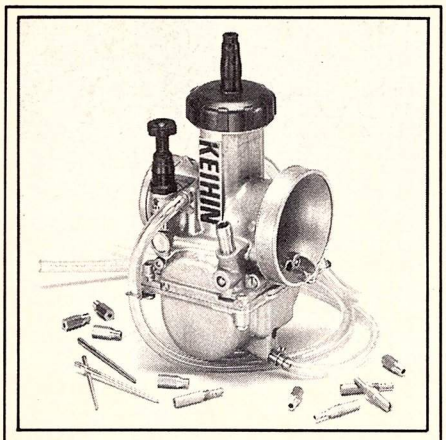


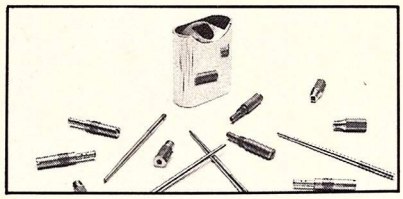
Deep breath: A bigger airbox helps feed the new seven-port cylinder. The intake boot between the filter and carb has been increased in size to improve intake velocity.



No tricks: There is no trickery behind Yamaha's rear disc brakes. The production bike took the machined billet ones off the works bikes and made identical production castings. The ability to stop greatly aids the YZ. ►

Cartridges: After having the worst forks in 1987 Yamaha is proud, and its riders are happy, to announce that in 1988 the YZ will have Kayaba cartridge forks. The cartridge dampers lessen cavitation and improve damping.





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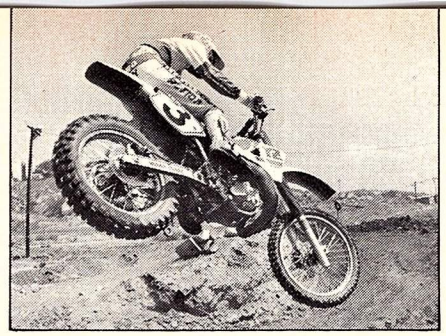


In the pocket: Power is decidely low to middle. The YZ comes on cleanly and pulls strongly into the mid-range. It is fun to ride and easy to get moving thanks to tighter gear ratios, lighter crank, and repositioned power valve.

Out back Yamaha threw away the Brake Actuated Suspension System (BASS), put on the improved shock linkage that debuted on the factory racers earlier this season, and took more time to dial in the rear shock's damping. It is the most raceable rear suspension Yamaha has ever had. It's no secret that *Yamahop* has been with YZ riders since 1974. This might not be the year that Yamahop disappears, but it is the beginning of the end.

1988 YZ250

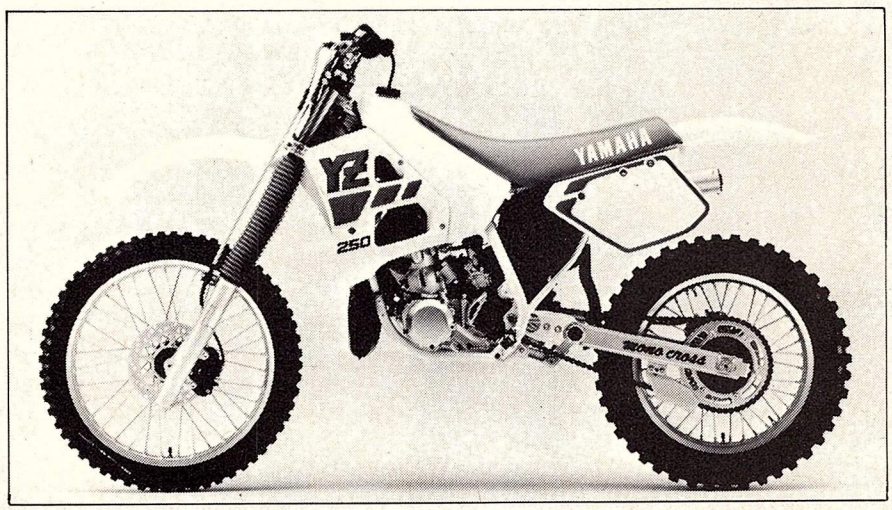
IS THIS THE BIKE OF THE YEAR?

Yamaha's willingness to throw away the old (especially after years of holding onto it) makes the 1988 Yamaha YZ250 the wonder bike of the year. Its performance is vastly improved, and whether it wins world, national or local championships doesn't matter—what matters is that Yamaha has shown a rejuvenated commitment to technology. The Yamaha YZ250 isn't merely a rejuvenated bike—it's totally new. □

STYLING CONTEST

THE DEVELOPMENT OF A WORKS BIKE DESIGN

Works Yamaha: Yamaha's works YZM500 is the first bold statement in motocross design in five years. The radical oversized radiator wing, large monocoque airbox and rectangular aluminum frame put Yamaha's design team on top of the heap in 1988.



Production YZ250: The aluminum frame was discussed at Yamaha, but shelved because of production-line difficulties. With it went the aluminum monocoque subframe and airbox, but the YZ designers were still able to capture the essence of the YZM for a reasonable cost.

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• External core support—No unnecessary exhaust interruption	• Internal core support interrupts exhaust flow causing unnecessary turbulences.
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• Hi-tech perforated core, 42% open area for maximum redution of sound wave dampening without loss of performance	• Same core
• Aircraft buttonhead socket bolts for easy repacking	• Same
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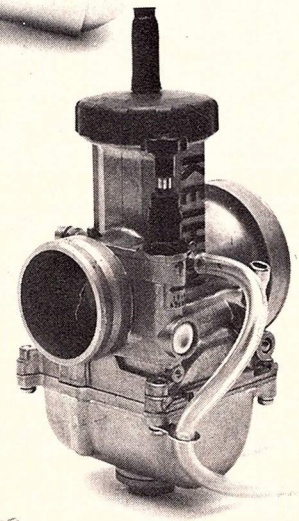

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Keihin carburetors inject your MX/Enduro with raw horsepower while maintaining reliable performance, hassle-free pre-jetting and easy mounting.

Precisely tuned Keihin carburetors offer unparalleled performance. DG pre-jetted Keihin carburetors are used by: The entire Honda Race Team, Yamaha Riders—Keith Bowen, Eddie Hicks, Brian Myerscough, the Yamaha Pro-Support Team, Kawasaki Riders—Jeff Ward, Ronnie Leichen and Rick Ryan.

GIVE US A CALL! Our experienced technical staff will help you select the right Keihin carburetor for your MX/Enduro bike.

Available for: Most MX/Enduro 80cc - 500cc models

Price: From $94.95

YZ "TEAM" PIPES

We've got the most responsive, horsepower-creating Yamaha pipes available! Start with our impressive YZ80 "TEAM" pipe. We add a strong 2.3 horsepower throughout mid-range and top-end. Our YZ250 "TEAM" pipe is the most responsive 250CC pipe we've ever made, adding works power and response throughout the power range. Top off our YZ pipe line with our YZ490 "TEAM" pipe, adding low-end and mid-range power for a more controllable power band.

YZ "TEAM" pipes available for:

82-87 YZ80	$89.95
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Our CR125 "TEAM" pipes create maximum mid-range and top-end power without affecting low-end power.

Our "TEAM" pipe for the CR80 turns this machine into a buzz-bomb capable of the holeshot in any race!

Our all NEW CR500 "TEAM" pipe effectively smoothes out the power range while increasing power throughout the power band.

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83-87 CR125R	$94.95
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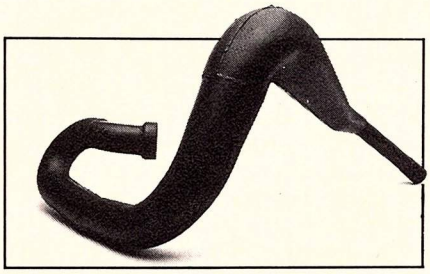
81-87 CR450/480/500R	From $119.95



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WHAT'S WRONG WITH THE '88 HONDA CR125R?

Where the power went & how to get it back

☐ Riders who have bought the new 1988 Honda CR125R are wondering what happened to the powerband. Last year the CR125R came on hard with a brutal surge and pulled hard throughout the mid-range. There was a healthy dose of top-end overrun, but the '87 engine's claim to fame was its *punch.* It hit hard and pulled strong. The old powerband suited tight tracks, tricky jump combinations and gun-and-run riding tactics of America's 125 fighter pilots.

For 1988, Honda smoothed out the power and spread it across the powerband for a mellower engine. The result is, it doesn't always pull the next tallest gear, often falls flat between shifts and doesn't come on the pipe enough to clear previously clearable whoops or small doubles.

The *MXA* wrecking crew contacted Roger DeCoster, Honda Motocross Manager, to find out what Honda tried to do in 1988 development strategy.

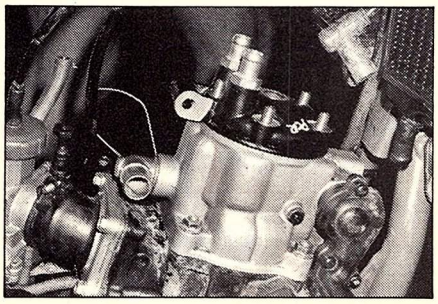
"During testing of the 1988 model we tried to eliminate a slight dead spot between the bottom and mid-range on the 1987 motor. On the dyno the '88 makes more horsepower across the range, and although there is still a little dead spot, it is less than in '87. In test sessions with Micky Dymond, the '88 performed well. Though Dymond, a National-caliber rider, can ride anything, he claims to prefer the '88 motor," said Roger.

WHAT'S WRONG WITH IT?

Regardless of how well the dyno chart is graphed out, the 1988 CR doesn't have optimum power characteristics for motocross. It is a lap-time motor, but not a hard-charging, hammer-it powerband. To find out what was going on with the '88 engine, we contacted the hottest tuners and had them evaluate the engine.

HEAD AND COMBUSTION CHAMBER

For 1988 the biggest change to the CR125R motor occurs in the cylinder head.



Black head: Most of Honda's mellow problems are caused by a switch in cylinder head design. We modified a 1987 cylinder head to fit on the '88 motor. It produced a ton of low end at the cost of some top. When paired with the pipe and carb, all the power came on in spades.

In 1987 the CR125 had a sloped squish band and rather compact combustion chamber. In 1988 the Honda uses a flat squish band and larger combustion chamber, resulting in less compression, a milder powerband and less-efficient fuel utilization.

CYLINDER AND PORTS

A close inspection of the '88 porting reveals some rather drastic detuning by Honda. The exhaust port has less area, as do the transfer ports. Also, the distance between the transfers and exhaust has been increased by approximately three millimeters. This increased bridge means less swept port area and a milder powerband.

The overall dynamics of the '88 porting are designed to produce more reliability (since seizure almost always occurred in the bridge between the exhaust and transfer port, widening it would lessen the problem).

The water intake has been relocated from the top of the cylinder head to the back of the cylinder. This provides more direct flow of coolant directly into the intake side of the cylinder (another potential seizure location).

PIPE, PISTON AND CARB

The exhaust pipe is identical to 1987. In fact, a 1987 exhaust pipe can be used in place of the '88 pipe without any modification. Wrist-pin size has been increased, and since the 1987 wrist-pin bearing suffered from many serious failures, the move to the larger pin is probably done to allow for more bearing surface.

The piston has not undergone any major revisions that would affect the power output.

ANALYSIS BY EXPERTS

It is basically a smooth, fast-track powerband that offers a smoother transition from bottom to middle and slightly more top end. The head changes are where most of the mid-range punch was lost, and the generally milder porting results in a more gradual delivery of power. Honda seemed concerned with reliability, and improved it at the expense of the level of performance. Whereas the power may be better for some riders on some tracks, and has better dyno readings, the subjective judgment regarding the '88 powerband is that it is definitely lacking in the type of power that has come to define 125 motocross success.☐

3 STEPS TO SUCCESS

HOW TO FIX THE CR125R

•Do you have an extra $300? You do? Good! The *MXA* wrecking crew wanted to take a 1988 CR125R and make it roost the way the highly modified 1987 CRs that Micky Dymond, Larry Brooks and Guy Cooper ride do. After discussing the problems with DG Racing Specialities, Pro Circuit Racing, Roger DeCoster, Klemm Research and FMF, we focused on three areas of improvement.

STEP ONE: MILL THAT HEAD

Unfortunately, you can't bolt the 1987 cylinder head on the 1988 cylinder. The gasket height is different. We did the next best thing and milled the '87 head to fit the deck height of the 1988. We went for 175 pounds of cranking pressure. It is possible to mill the 1988 head to '87 specs, but this requires more machine time than the '87 swap.

The result? With the modified '87 head the 1988 CR125R regained all of the lost low-end burst. It literally exploded out of turns, but the increased cranking pressure cost us some top-end overrun. The bike had to be ridden with a short-shift approach. It hit hard but didn't pull far enough. Retail price is $50.

STEP TWO: PUT THIS IN YOUR PIPE

Since the cylinders are virtually the same and the pipes are identical, we knew it was possible to switch exhaust pipes and get an extra dose of top-end power back (and gain power throughout the range).

We opted for a Pro Circuit pipe for our CR125R, because Pro Circuit had special 1988 prototype pipes already built in conjunction with its Honda Support team.

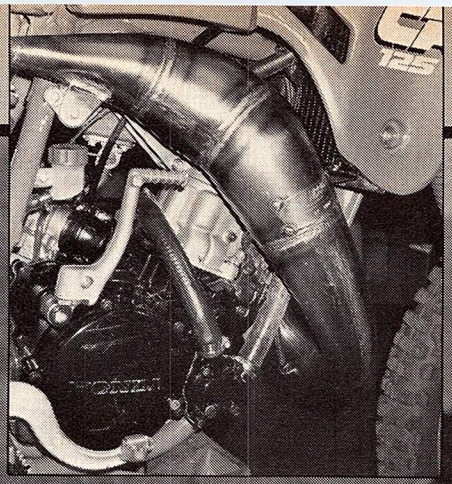
The combination of head mod and exhaust pipe gave us a livened-up powerband across the board. It ran from way down low, all the way to a higher top than the stock engine. There was more power on hand to make tight moves, and most importantly, it came on the pipe quick enough to clear a small whoop section on which the '88 stocker always bogged. Retail price is $148.

STEP THREE: GIVE IT SOME GAS

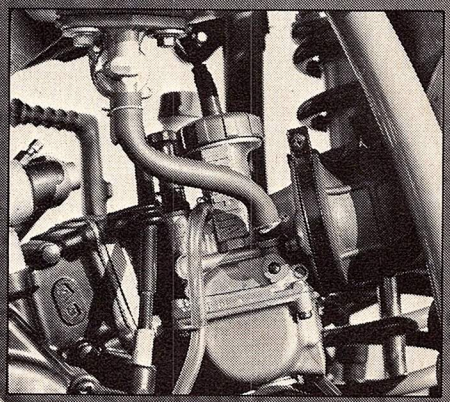
Last year we had tremendous success with a 38mm Keihin car swap (2mm larger than stock). Available from DG Performance Specialties the DG carbs come pre-jetted with all the mounting hardware to make a quick and sano switch. The bigger carb really snaps the upper mid-range and top end to attention. Retail price is $135.

With the head mod, pipe and DG's 38mm carb the 1988 Honda delivered the kind of performance that we expected from the showroom floor. It had a wide powerband, very good throttle response, more punch and an extra dose of top end. Now it will romp the competition. What's left? Porting leads to a whole new dimension which we chose not to try, contenting ourselves with bolt-ons. How content are you?•

Mellow master: Honda tried to increase the reliability of the 1988 CR125R at the expense of the hard-hitting powerband that made it famous. The MXA wrecking crew set out to get it back.



Test pipes: Trick pipes abound for the CR125R. We tested several models that were built for Larry Brooks, Fred Andrews and Ricky Ryan. They brought the mid-range back on in a hard-hitting way.



Big mixer: Both the 1987 and '88 CR125R respond favorably to the addition of DG Performance Specialties' 38mm Keihin carb. The stock carb produces a smooth powerband, but the switch to the big Vergasser produces more mid-range and top end.

ATK 406: MADE IN AMERICA

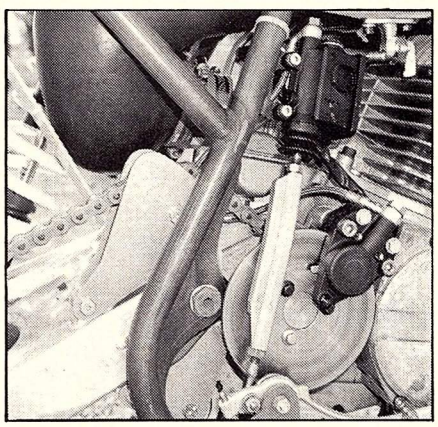
The little company that could

☐ How come there aren't any American-made motorcycles? Isn't it possible to pull together the needed manpower, know-how and financing to produce a uniquely American machine? Yes, there is an American-made motocross bike, but it took a European-born motocross fanatic to make it happen. Horst Leitner has made a name for himself since coming to the United States by producing the radical ATK 560 four-strokes. Late last year his small ATK firm arranged to produce a prototype two-stroke for Can-Am, with possible production in 1988. But, Can-Am's corporate heads decided to fold their tent and drop out of motorcycle production before the prototype was fully tested.

WHAT TO DO WITH THE PROTOTYPE

ATK had built a prototype bike for John Martin and Jeff Smith to race during the 1987 season, but with Can-Am withdrawing from motorcycle production, the ATK chief had to decide what to do. Horst had a lot of ideas about producing unique, different and functional motocross machinery. And he had good connections with the Austrian Rotax engine manufacturing concern (which just happens to belong to the Montreal Locomotive Works conglomerate that owns Can-Am). Horst put his ATK work force on the task of building a newer two-stroke prototype, not designed to Can-Am specificaitons, but to meet ATK's demand for quality.

Spy photos: Rumored retail price is within $100 of a CR500, which is impressive for an American-assembled, hand-built, off-road machine. ATK has taken full payment on over 100 bikes based on rumors alone.



On the right: ATK is nothing if it isn't adventuresome. The rear disc is mounted to the countershaft sprocket, the swingarm comes with three anti-torque devices and the air plenum chamber offers a massive dose of still air to the engine.

Taking shape: The all-new ATK 406 features a Rotax case-reed engine, Keihin carb, 212-pound dry weight, White Power suspension and Pirelli tires. ATK's prototype has the air filter mounted in a special airbox in the gas tank. The filter gets its air from behind the front numberplate and is the highest and driest air filter made. Very trick!

The result is an American-built two-stroke motocross bike. The frame, plastic, seat, and running gear are all American-made. The engines come from Rotax in 250cc and 406cc, air-cooled configurations. Suspension components are Dutch-made White Power units. The whole kit and kaboodle is collected, assembled, fine-tuned and tested in the quaint seaside village of Laguna Beach, California.

WHAT DOES IT MEAN?

If ATK succeeds in breathing new life into motorcycle manufacturing by producing the most startlingly simple off-road machine available, it will signal an historical moment in the sport. Private enterprise fighting back! The *MXA* wrecking crew showed up to capture spy photos of the unveiling of the ATK 406 prototype. It's different, unique, slightly eccentric and a much more personal statement than a bike that pops off a giant gristmill.

Production will be limited to a set number of machines (limited by the capabilities of the ATK workers hand-making every bike). For more info contact ATK Motorcycles, 723 Laguna Canyon Rd., Laguna Beach, CA 92653; (714)497-7525.☐

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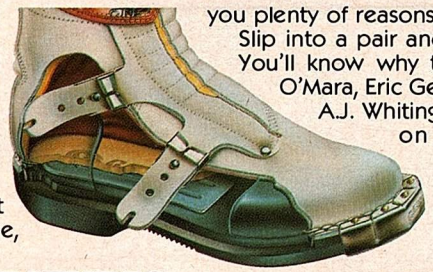

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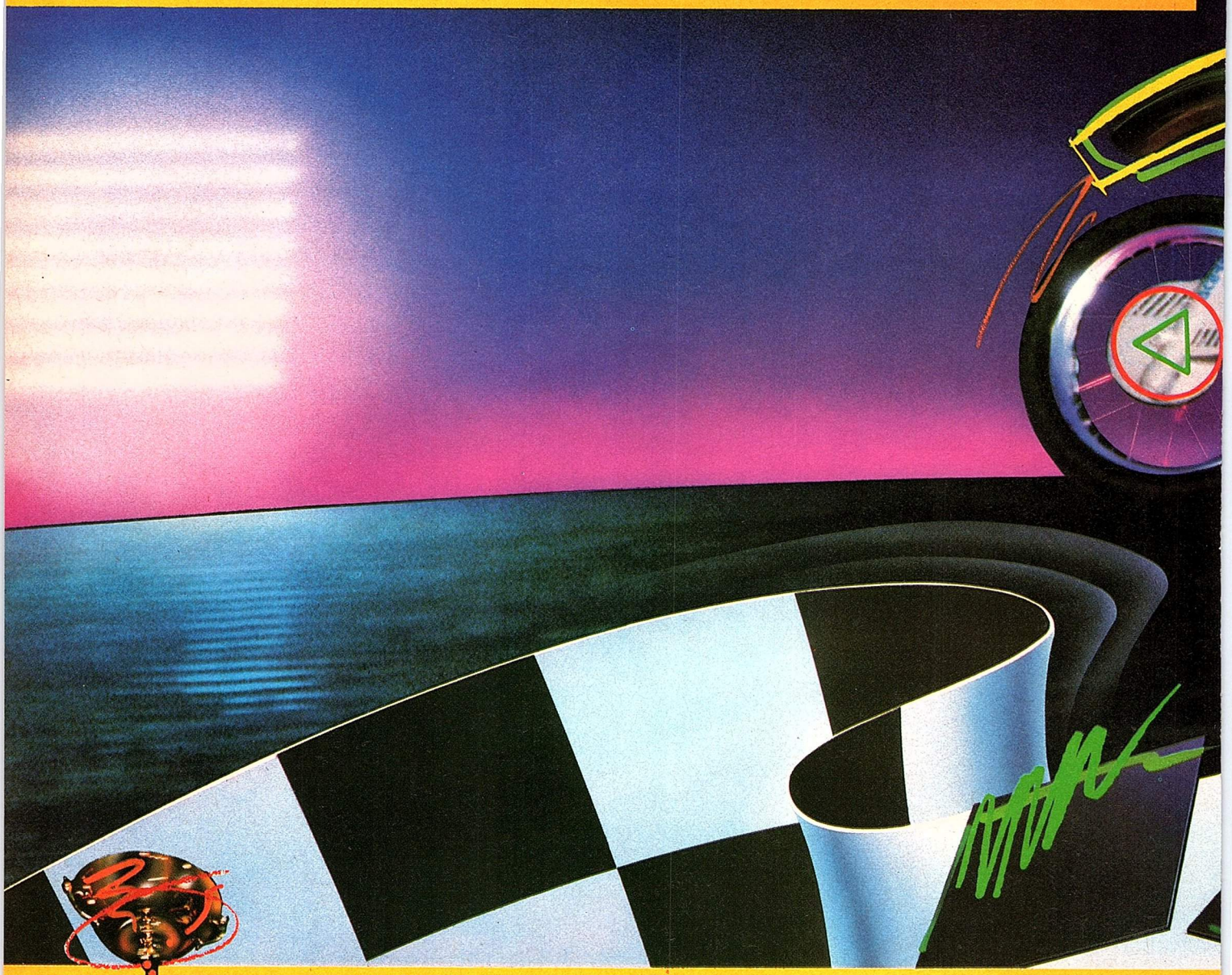
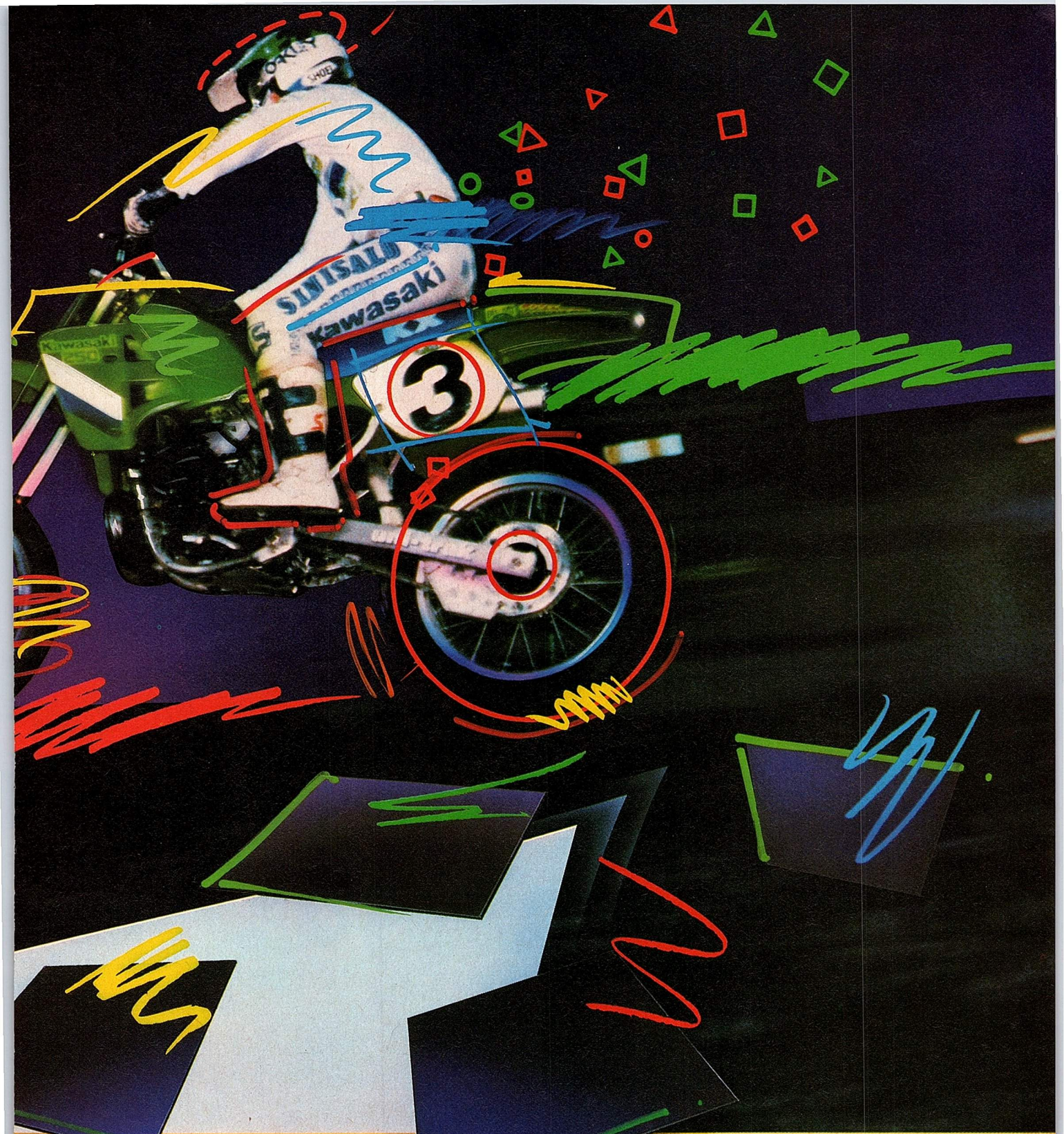
WHO CARES WHO CAME IN SECOND?



In motocross, you're either in first place or you're no place at all. Zip. Zero. Nada.

Which is why the place to be in the '87 Supercross Series was aboard Jeff Ward's KX250. And the place to be in '88 will be very much the same.

All the Team Green Tech that put Wardy in the winner's circle has gone into our '88 production bikes. A new motor for the KX125, with more peak and more midrange. New 3-Valve K.I.P.S., new frame, new clutch, new swingarm.



The KX250 has a new crescent slide carb, new cartridge front fork, bottom link UNI-TRAK® rear suspension and new 3-Valve K.I.P.S.

The KX500 gets the trick crescent slide carb, a new piston and pipe for high performance going. And a new cartridge front fork and big front disk brake for high performance stopping.

And you get, if you get a Kawasaki motocrosser, a better shot than ever before at a first place finish. Good news for you. And very bad news for all those guys who'll now be fighting it out for second. But hey, who cares?

Kawasaki

Let the good times roll.

Remember, riding safe is riding smart. Always wear a helmet, eye protection and proper apparel. Never ride under the influence of drugs or alcohol. Ride in authorized closed-course areas only. Adhere to the maintenance schedule in your owner's manual. Specifications subject to change without notice. Availability may be limited.

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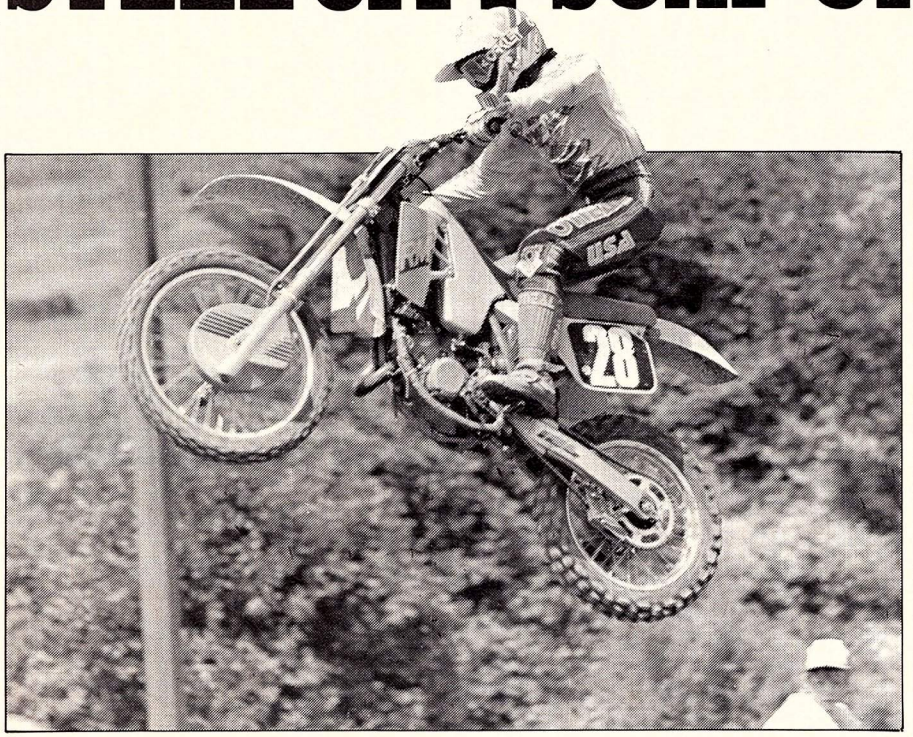
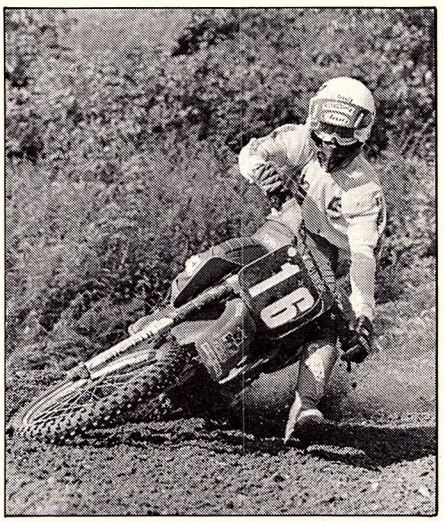
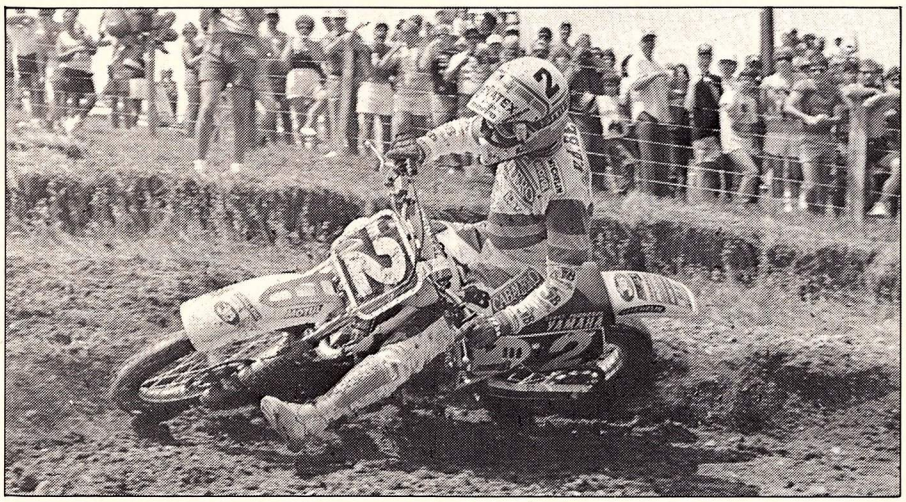


Works-bike heaven: Erik Kehoe made full use of the chance to ride the works RA/RM125. The Southern Californian came from mid-pack, taking the screamer to second place in moto one. He holeshot the second moto and never looked back.



Jacky who? With the injuries to Jacky Vimond earlier in the year, the French were left without a motocross hero, but not for long. Jean-Michel Bayle quickly became the new French darling. Bayle DNF'd the first moto, but showed his speed as he chased down Eddie Warren for second in moto two. The youngster is one to watch.



It's all mathematics: John Van de Berk needed to score five more points than Dave Strijbos in Pennsylvania to wrap up the 125 World title. Collisions, fast Americans, and a virus added up to fewer points than Strijbos. John still leads the series by 21 points, with one event remaining.

◄ Long gone: Micky Dymond (20) leads Dutchman Pedro Tragter and Dave Strijbos (1) through a semi-arid Steel City turn. The dust hindered their charge to the front; but it didn't matter, Dymond and Strijbos finished second and third overall respectively.

Which way to the track?

By Todd Smith

☐ After a five-year absence, the 125 Grand Prix circuit returned to American shores, bringing with it the opportunity to see firsthand some of the current and future motocross stars from across the pond. The race was the second to last of a 12-round series that has seen Holland emerge as the birthplace of future European heroes.

Teenage Dutch sensation John Van de Berk came to the United States needing to finish only five points ahead of fellow countryman Davy Strijbos to claim the championship. Illness, intense humidity, and a fast-and-determined Strijbos thwarted his plans. Prior to the race, there was a good deal of speculation as to the possibility of an upset, of a European winning the race. The Euros were, indeed, fast, but they were no match for a guy named Erik Kehoe.

◄ GRAND PRIX MACHINES

250 POWER IN A 125

(TOP) Yellow screamer: Suzuki used the Grand Prix as a test bed for 1989 bike development. A case reed motor, rear disc, and new frame geometry helped put the RA/RM and Erik Kehoe in the winner's circle. This bike wasn't legal for the 1987 125 Nationals, and unfortunately for Erik it won't be next year either.!

(MIDDLE) A lonely bike: Kawasaki spent several weeks and $20,000 preparing this pre-production 1988 KX125 for Ron Lechien to ride in the Grand Prix. The bike featured many works parts, including suspension, cylinder, and a suspiciously American-looking pipe. Unfortunately, Ron wasn't there to ride it.

(BOTTOM) Killer Honda: Bob Moore's Mugen CR is the epitome of a works bike. The white tiddler is loaded with exotic parts like carbon fiber numberplate and silencer, machined triple clamps, and works Showa forks. As for power, says Bob, "I wouldn't compare it with a 125, but with a 250. . . it's a killer."

DOCTOR'S NOTES

SICK CALL AT THE GP

- John Van de Berk pulled off the track midway through the second moto. John had been suffering from an **intestinal flu** and was overcome by the illness in the heat.
- George Holland suffered the same fate as Van de Berk, but his problems occurred after Saturday's practice. George felt that the heat and strain of racing two 45-minute motos would cause his flu to flare up, so he **withdrew** from the race and flew home.
- Australian Jeff Leisk was unable to represent his country after a practice crash left him with a **broken collarbone.** The "Bounder" will also miss the Motocross des Nations.
- A practice crash at Tom Carson's house gave Guy Cooper a badly bruised calf. The Oklahoman underwent **acupuncture** and ultrasound treatments during the week before the race but opted to sit out the race in order to be ready for the final 125 National at Millville, Minnesota.
- Team *MXA* rider Larry Brooks waited for the race to do his crashing. Larry got centerpunched on the start of the first moto and then went from last to 16th, very respectable. He gained even more respect after surviving a world-class **gymnastics** performance on the second-moto start. Larry was in third, heading into turn two, when he suddenly started cartwheeling. He ended up being run over by the pack. He retired to the pits to regain his senses and to rest his battered body. •

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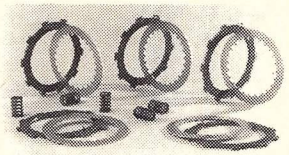

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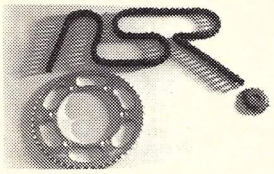

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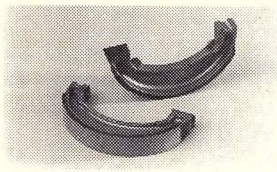

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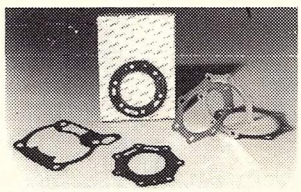

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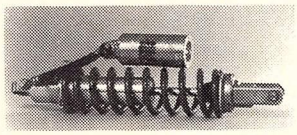

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RACE NOTES

WHAT HAPPENED BETWEEN THE BANNERS

• The attraction of attending a Grand Prix event in the U.S. is the chance to watch the world's best battle America's best. An international field of racers banging bars on an exciting course is well worth the time, travel and expense it takes to get to the track. The 12,000-plus spectators had plenty of action to cheer about.

Early Sunday morning, timed practice was held to determine the order for gate selection. General rider opinion was that there were less than ten good gate positions. The tight left-hand hairpin turn, much like in Gainesville, Florida, meant that the inside positions were the best.

Tom Carson had the 25th pick on the gate and proved that the inside theory was wrong by grabbing the holeshot from the outside of the gate. The Ohioan was soon battling with John Van de Berk and Bobby Moore for the lead. He led until the 15-minute mark when Ven de Berk and Moore took over the top spots.

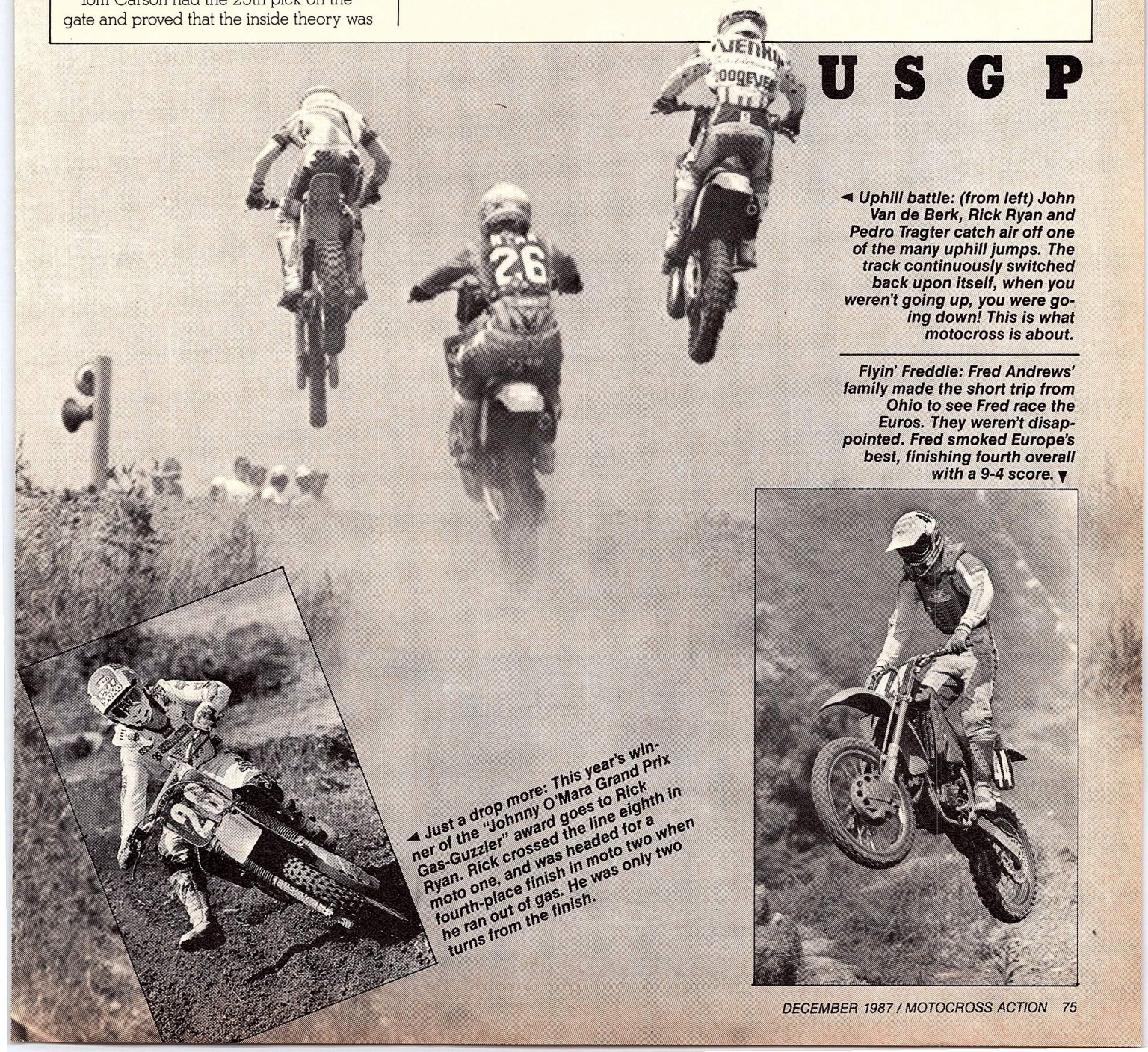
MIDAIR COLLISION

Defending 125 World Champion Davy Strijbos soon made his way past Carson and Moore and began dicing with his fellow countryman. The Dutch duo then began to pull away and the riders looked as though they would run away with the moto. A mid-air collision over an uphill jump soon brought their lead to an end. Numerous collisions and a tight points race have quashed their once good friendship.

Micky Dymond took advantage of their inflight disaster and grabbed the lead for good. The 125 National Champ rode fast and smooth on his way to his third Grand Prix moto win (two in Brazil in 1986). Meanwhile Erik Kehoe had blazed his way into second after a soil sample left him in 20th at the end of the first lap. Bobby Moore trailed Kehoe in third and was doing his best to fight off the passing attempts of Strijbos. The crowd cheered Moore on, but a mistake in line selection saw the former Venko Honda rider slip into third place.

Massimo Contini holeshot the start of the second moto, but Erik Kehoe quickly waved goodbye en route to what was basically a wire-to-wire win. Eddie Warren spent most of the moto in second but faded at the 35-minute mark, allowing Frenchman Jean-Michel Bayle to take over the spot. Several crashes left Micky Dymond struggling to make the top three overall. He was not happy. The surprise of the event was Ron Tichenor, who posted 5-8 finishes for fifth overall in his first International race. •

U S G P

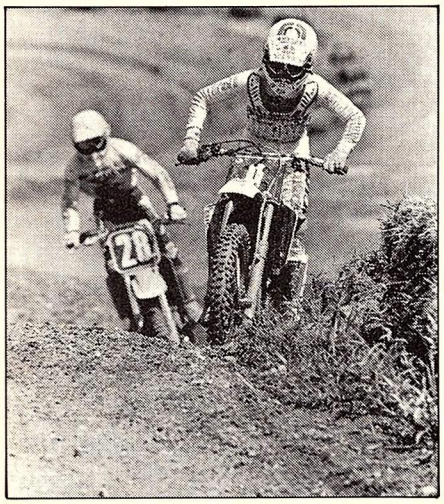


◄ *Uphill battle: (from left) John Van de Berk, Rick Ryan and Pedro Tragter catch air off one of the many uphill jumps. The track continuously switched back upon itself, when you weren't going up, you were going down! This is what motocross is about.*

Flyin' Freddie: Fred Andrews' family made the short trip from Ohio to see Fred race the Euros. They weren't disappointed. Fred smoked Europe's best, finishing fourth overall with a 9-4 score. ▼

◄ *Just a drop more: This year's winner of the "Johnny O'Mara Grand Prix Gas-Guzzler" award goes to Rick Ryan. Rick crossed the line eighth in moto one, and was headed for a fourth-place finish in moto two when he ran out of gas. He was only two turns from the finish.*

Three for four: Micky Dymond walked away with the first moto, giving him a three-for-three score in 125 Grand Prix motos to that point (he won in Brazil in 1986). Dust and crashes in the second moto kept the score from being perfect. Micky finished a distant seventh, but wound up second overall.



Paying his dues: Bobby Moore (9) is the only American contesting the 125 World Championship GP series. Bobby showed that he will soon be a force to reckon with, as he ran second for much of the first moto. Here he holds Erik Kehoe at bay late in the first moto.

Sorry, Dave: Defending World Champ Davy Strijbos (1) was fast, but not fast enough. Bobby Moore held him off till the last lap of moto one. Strijbos then got smoked in moto two by a bevy of American youngsters. Defending a title is far from easy. ►

U S G P

ERIK'S STORY

BEATING THE WORLD'S BEST

• "I went out early for practice to do some easy laps to get a feel for the track and the bike, and to get in the required five laps. I ran a few hard laps and then came in to change the tires, jetting and timing so I could run some hot laps for time. I went back out after the changes, but I only got in half a lap before the flag came out, ending practice.

"Fortunately, during the first run I had put in a lap which turned out to be fourth fastest. Getting a good time was important for gate selection, because the best line to the first turn was on the inside, like at Gainesville, Florida."

FIRST-LAP BLUES

"I got a good jump off the gate and came out of the first turn in third place. I stayed there, behind Tom Carson and Van de Berk, into the back section of the course. They took an outside line that I thought was slow, so I squared off and dove inside. The grass was still wet from watering, so my front wheel washed out and down I went."

TIME TO GO TO WORK

"I got up, came around and found I was in 14th place. My team manager, Pat Alexander, kept telling me to plug away and pass. I kept working and finally got up to fifth, behind Strijbos. Then I got by him, which left Van de Berk in front of me in third. About 25 minutes into the race, he faded, and I went after Bobby Moore. The two of us battled until about three laps from the end, when I caught him in a tight corner. I started to close on Dymond, but he had too big a lead and time ran out."

GOTTA STAY COOL

"Between motos I tried to relax and stay cool. The humidity was brutal. I made sure I drank enough water so I wouldn't dehydrate, but not so much that I would get sick, as Ron Lechien had earlier in the year. I tried to conserve energy and concentrate on the next moto. I knew I was fast enough to win, and that if I won, the overall would be mine."

THE SECOND TIME AROUND

"The second moto I got a great start and was in second behind Van de Berk. I blew past him on the long uphill out back, and took over the lead. From that point on, I tried to put as much time on those guys as I could. About 35 minutes into the moto, I started to fade. We go 30 minutes plus two laps here in the States; that's about 35 minutes. I'm trained (used to going a certain speed for 35 minutes), so I went that speed for that amount of time before I faded. I was thinking *Wow, another ten minutes!* Fortunately, I got my second wind after about a lap, and I took off from there. At the end of the moto, I felt I could've pushed for another two or three laps!"

WINNING ON THE '89 RM125

"The bike was great! We tested stuff that will be on the '88s and '89s. We have a case-reed motor that makes great power, like an '87 Honda. It has good bottom-end punch, a strong mid-range and a good top-end overrun. The bike handles well with the better KYB suspension and the low gas tank. We've spent a lot of time testing the suspension. One of the best improvements is the rear disc. The difference in the feel is unbelievable, especially on downhills with big bumps. The disc really helps on a track like this; it let me make passes I couldn't have made with a drum."

SPEAKING OF WHICH...

"The Euros are good riders, they're smart riders. They have some funny tactics, though! Normally, if you come up on a slower rider, you can outbrake him into the turn, pass, and then dive in on him. Euros tend to listen for you and hold it on just as long as you do. As soon as they hear you shut off, they dive inside and cut you off. They are really good at that, which makes passing tough. Some of the guys, though, waited, and when they finally shut off, they blew right through the berm and off the track! I think it would be interesting to race a season in Europe. But for now, my goal is to become the 125 National Champion." •

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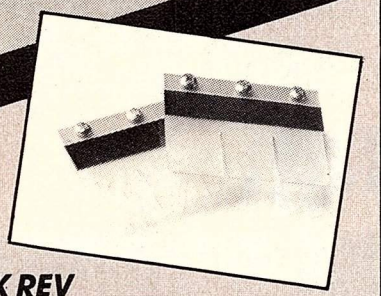

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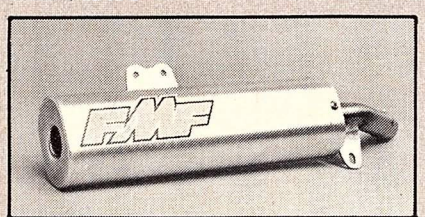

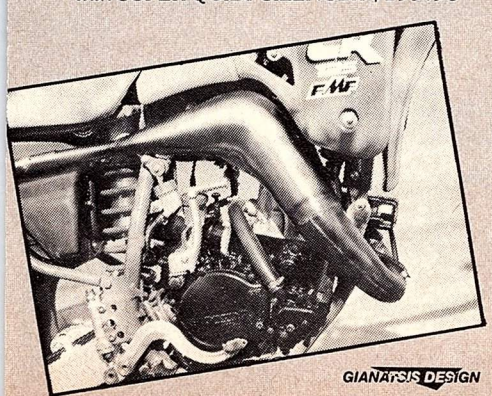

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BEHIND-THE-SCENES CONTROVERSY

BETTER THAN WATCHING *DYNASTY*

• Is honesty the best policy? Apparently not. When Ron Lechien told the AMA's Ned Redway his reason for not making Saturday's sign-up, Ned was not **impressed.** Ned had several comments on the situation which included: "I'd rather have him lie to me, say he was partying and got sick or something; it (the reason) was lame. The hotel was harder to find than the track." To this he added, "I can't believe the team managers have to babysit these guys as much as they do; it's insane."

• Roger DeCoster made a **personal appeal** to several jury members on Lechien's behalf. Roger was under the impression that "The jury was not opposed to Ron's riding. A fine or some other penalty was possible." To this, Ned Redway responded, "Roger doesn't know what he is talking about. There is no fine structure. This was out of our control; we had to go by FIM rules."

• Kawasaki Team Manager Roy Turner also had some **insightful** comments on the Lechien incident. "The AMA asked me, 'Did Ron learn a lesson?' I think that was why they wouldn't let him ride; they wanted to teach him a lesson. They reacted like Jekyll and Hyde. At first they acted like it wasn't a problem, and then they did a complete 180. I was told later that they (the AMA) had gotten a lot of calls about that—and the dust. The next week at Millville, Minnesota, Ned (Redway) was in hiding."

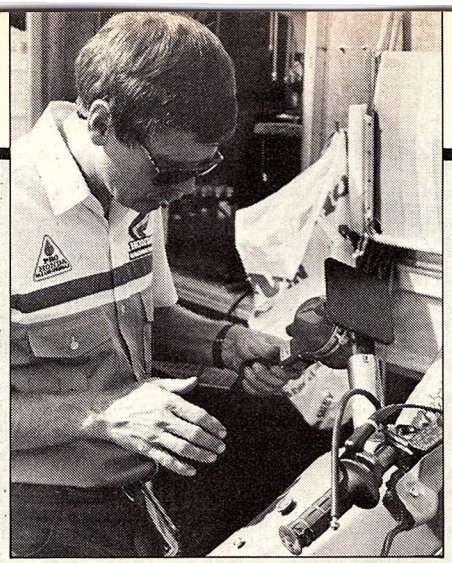
• The Steel City circuit is an **outstanding** natural-terrain course that features fast uphill and downhill sections, tricky off-camber turns, and safe, exciting jumps. Unfortunately, dust marred the race for the riders, and to a lesser extent, for the fans. Who is to blame? Principally, the AMA/FIM and a ludicrous set of rules regarding track watering.

• "This dust is ridiculous. The track is great, and they won't let them keep it that way." Micky Dymond aired these **sentiments** after Saturday's practice. They were sentiments that many of the riders echoed.

• Davey Coombs, promoter or the GP, was extremely **frustrated** by the AMA/FIM's idea of track maintenance. "They wouldn't let us disc and water the track. I don't know what their problem is."

• Supposedly, safety was the issue; their reasoning being that wet grass is more dangerous than clouds of blinding dust.

• Ned Redway explained the FIM's **position:** "The jury said that no watering was to be done after the gate dropped, and no watering during the race, because it causes the conditions to change too much." He also had his own view on the problem: "The promoter failed to properly prepare the track. Every race he does is the same; look at Mt. Morris." Strangely, the Loretta Lynn track was also run by Coombs, had also not seen any rain for a month, and yet there was not a dust cloud to be seen. •



Frustrated hairdresser: The long 45-minute motos are a fuel-consumption nightmare. A heat gun is used to expand the plastic tank. The fuel is drained, the tank filled with water and air, and the breather hose is plugged. The tank is then heated. An extra quart of capacity is the result.

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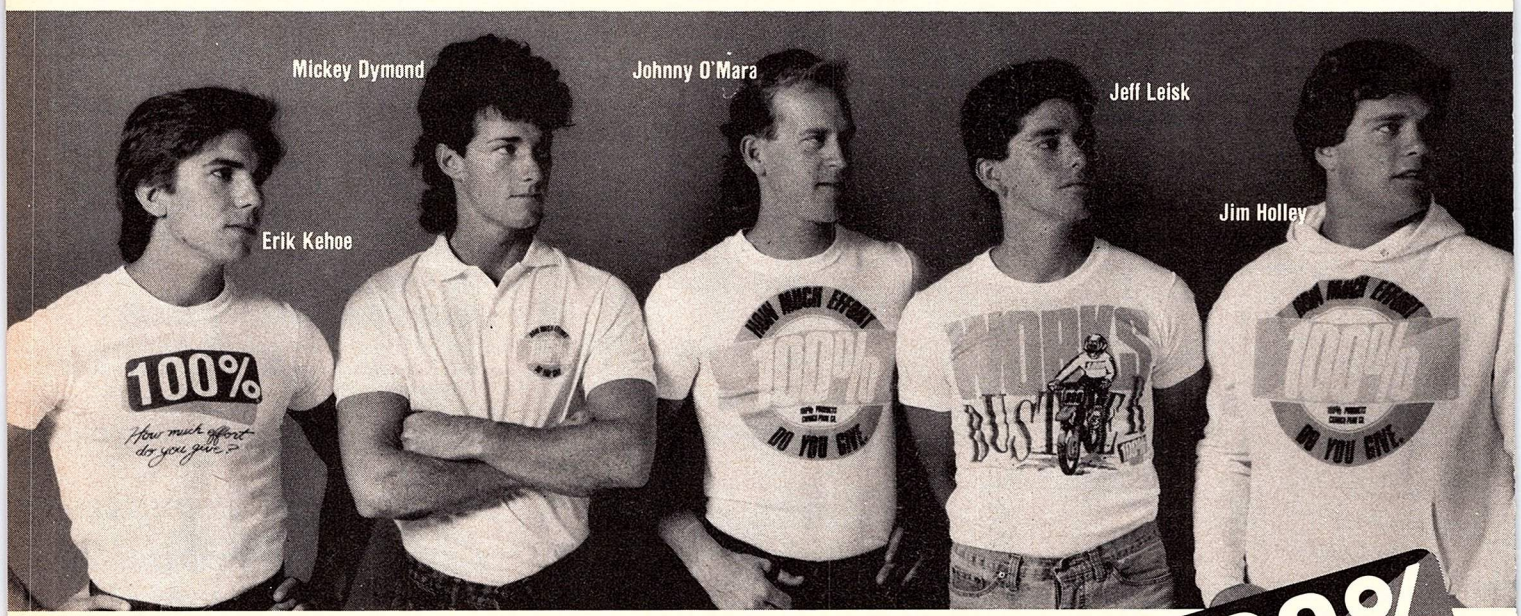

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"HAS ANYONE SEEN LECHIEN?"

BANNED IN PITTSBURGH

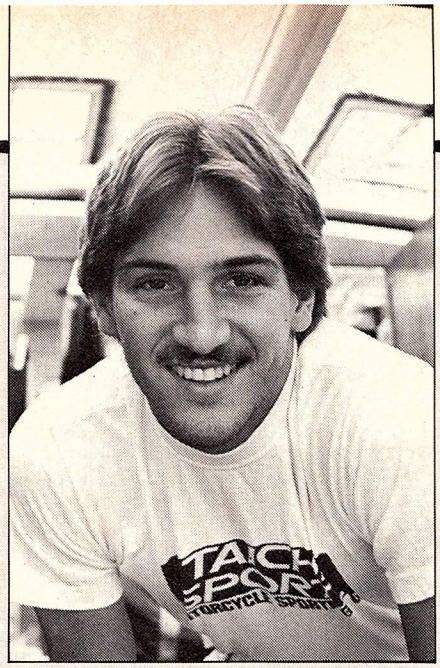
• Ron Lechien has a long history of mishaps and screw-ups. The 1987 season had been a turn-around year for Ron, though, with no major problems . . . until the 125 GP. The Kawasaki star missed the mandatory Saturday sign-up and was not allowed to race.

RON TELLS WHAT HAPPENED

"Roy Turner and I got to the hotel about 1:30 on Saturday morning. We checked in and headed for our rooms. I went straight to bed, but I had trouble sleeping because the room was hot. The air conditioner was broken, so I called the front desk. They decided to move me to another room instead of trying to fix it. I changed rooms and finally got to sleep sometime after three-thirty.

"When I woke up, it was almost noon. I wan't sure what was going on, so I called Roy's room. There was no answer. Roy had said he would call me early to get the final details for the race straight.

"Anyway, I went to the front desk to find out what was going on. I asked why I hadn't gotten a wake-up call, and after a few minutes they figured out that the call had gone



Left out: Ron Lechien wanted to race, but couldn't. Hotel and AMA goof-ups sent him packing early. It hurt Ron, Kawasaki, the promoters, the sport, and most of all, the fans who wanted to watch him race.

to the first room I was in! Things really got bad after that. I asked how to get to the track . . . and no one knew.

"I wasn't sure what to do, so I hung around the lobby hoping someone might know how to get to the track. The problem was, anyone who knew was already at the track. By this time it was close to two o'clock, so I went back to my room. I figured Roy would be mad, but once he heard the story, everything would be fine. I never even thought about the AMA or FIM.

"Roy called about 3:30 and he was ticked off. I told him what had happened, and we went down to see the manager. The manager was upset and admitted it was the hotel's fault. He even wrote a letter explaining what had happened and said the hotel would pay any fines.

"Later in the afternoon, I spoke to Ned Redway and told him the story. He said he'd do what he could to help me out. I wasn't too worried, because Ned had helped me when I'd messed up before.

"The next morning I went to the track and found out that I couldn't ride. I spoke to Ned, and he told me there was an FIM rule that said you couldn't race if you missed the Saturday sign-up. The decision had been made the night before, so I put in a written appeal to the FIM jury. They came back and said they were standing by the AMA ruling. I said, 'What!' and found out that the AMA was in charge and that they didn't want me to ride. The AMA was Ned Redway, which meant Ned didn't want me to ride. This was after he had told me he'd help me out. Ned was the one who made the decision! I've goofed up before, but this is one time it was not my fault!" •

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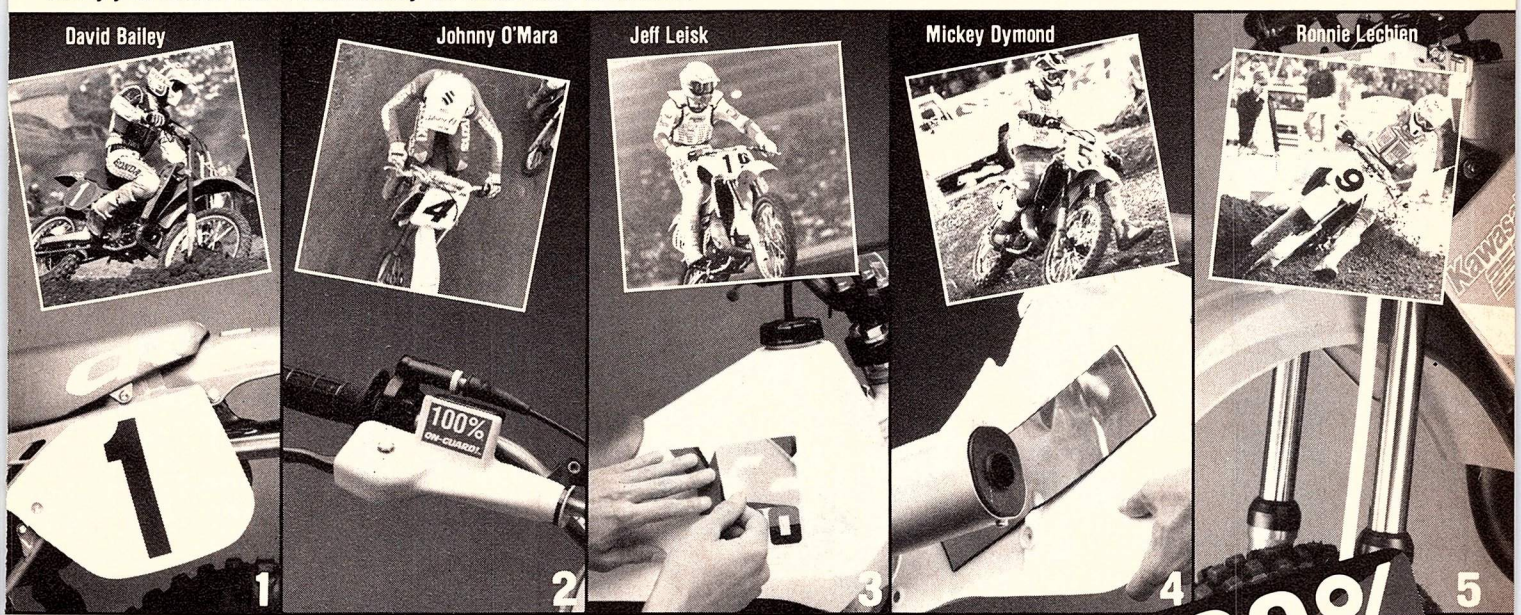

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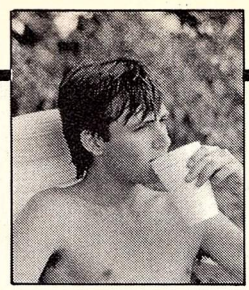
BOBBY MOORE MINI-VIEW

NOT JUST ANOTHER TOURIST



◄ ***World traveler: "Here I am, only 20, and I've been around the world!" exclaimed the former mini champ Bobby Moore.***

• **MXA:** *After ten GPs around the globe, how does it feel to race back home in the USA?*

Bobby: It feels great to have all the fans cheering for me, but the humidity is tough. I'm used to dry, 60-degree weather. I got tired in the second moto; I couldn't believe how hot it was!

MXA: *You looked great in the first moto! Tell us about it.*

Bobby: The first moto was pretty good. I got a good start and was able to keep a fast pace. I didn't get too tired. I battled with Davy Strijbos for most of the moto and felt good. On the last lap I was ahead. I took too wide a line through the last off-camber; he squared off the turn and jumped, and there was nothing I could do. If I had moved in, he would have landed on me. I like dicing with those guys. I like to let them know I'm there, but that I'm not just another guy they can pass and leave.

MXA: *What happened in the second moto?*

Bobby: The second moto I didn't get a good start. I just tried to keep up a good pace. The dust was tough the first few laps, until everyone spread out. It made it tough to pass. You couldn't really see to pick good lines back in the pack. It was better than most tracks we race on. The FIM has this thing about watering tracks; sometimes it get so bad you can't see a thing. I guess I did okay. I got 11th and finished sixth overall. That puts me into seventh in the World Championship standings.

MXA: *What are the differences between racing here and in Europe?*

Bobby: There are a lot. The real tough part is getting used to the food and the life styles. You're never in one country very long, so things are always changing. It has been a real exciting experience for me. I'm only 20, and I've been around the world! It takes time to get used to the GPs, because they're 45 minutes long, and the tracks are so different. There are no Supercross obstacles, just natural terrain with a lot of off-camber stuff.

It takes a lot of experience, which I feel I'm starting to get. My biggest problem is strength. I don't get winded, but my muscles get tired. I'm going to have to spend some time on the 250 to build up more strength. I can't do weight workouts because I'm always on the road. I only weigh 130 pounds and am five-foot-six.

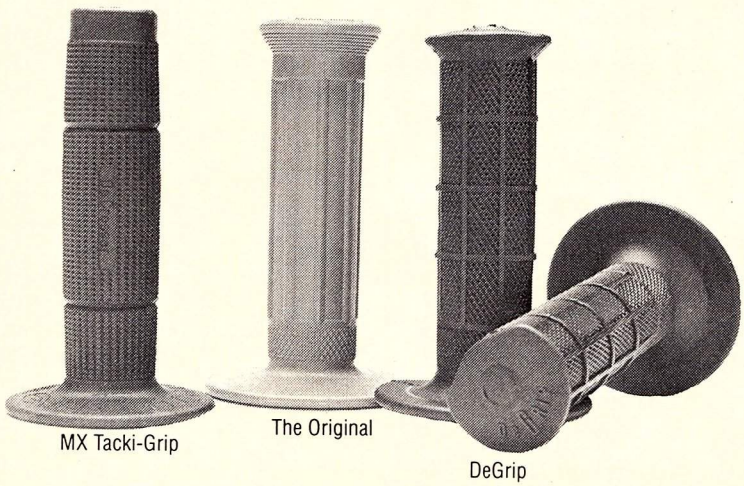
I had the same problem on the 80s; it took me four years to win, but when I got strong enough, I won. I plan on improving my strength in the off season, and hopefully, I'll be able to win next year! •

RESULTS: 125 U.S. GRAND PRIX
Delmont, Pennsylvania

1. Erik Kehoe (USA/Suz) 2-1
2. Micky Dymond (USA/Hon) 1-7
3. Davy Strijbos (Hol/Cag) 3-6
4. Fred Andrews (USA/Hon) 9-4
5. Ron Tichenor (USA/Suz) 5-8
6. Bob Moore (USA/Mug) 4-11
7. Jean-Michel Bayle (Fra/Hon) . . . DNF-2
8. Pedro Tragter (Hol/Hon) 7-9
9. Eddie Warren (USA/Kaw) 17-3
10. Donnie Schmit (USA/Suz) 15-5

125 WORLD CHAMPIONSHIP STANDINGS AFTER 11 ROUNDS

1. John Van de Berk (Yam) 335
2. Davy Strijbos (Cag) 314
3. Jean-Michel Bayle (Hon) 273
4. Corrado Maddii (Hon) 225
5. Massimo Contini (Cag) 202
6. Pedro Tragter (Hon) 171
7. Bobby Moore (Mug) 131
8. Dietmar Lacher (Hon) 128
9. Peter Kovar (Kaw) 120
10. Alberto Barozzi (Hon) 107



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CR80	1985	14.07
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CR250	1981-82	10.44
CR250	1983-87	6.10
CR500	1984-87	6.10

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CR125	1981-82	6.10
CR125	1983-87	6.10
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CR500	1985-87	7.26

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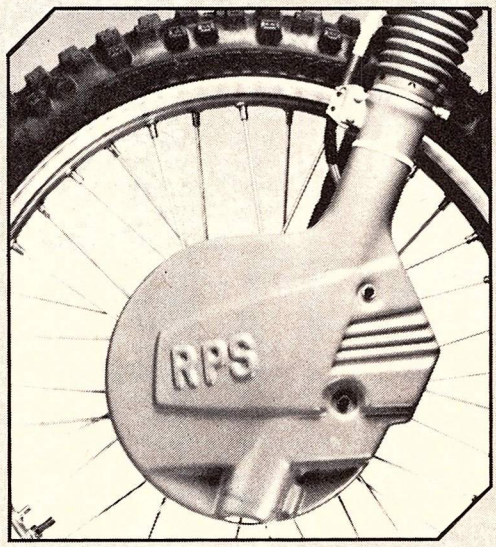

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PREVIOUS WINNERS OF THE 125 USGP

1975 Marty Smith (Hon) . . . . . USA
1976 Marty Smith (Hon) . . . . . USA
1977 Gaston Rahier (Suz) . . . . . BEL
1978 Broc Glover (Yam) . . . . . USA
1979 Mark Barnett (Suz) . . . . . USA
1980 Johnny O'Mara (Mug) . . . . . USA
1981 Mark Barnett (Suz) . . . . . USA

Jim Gianatsis

First hero: Marty Smith swept the 1975 and '76 USGPs at Mid-Ohio. The American hotshoe cleaned house, winning all four motos. Marty set the stage for future American domination of the 125 USGPs. □

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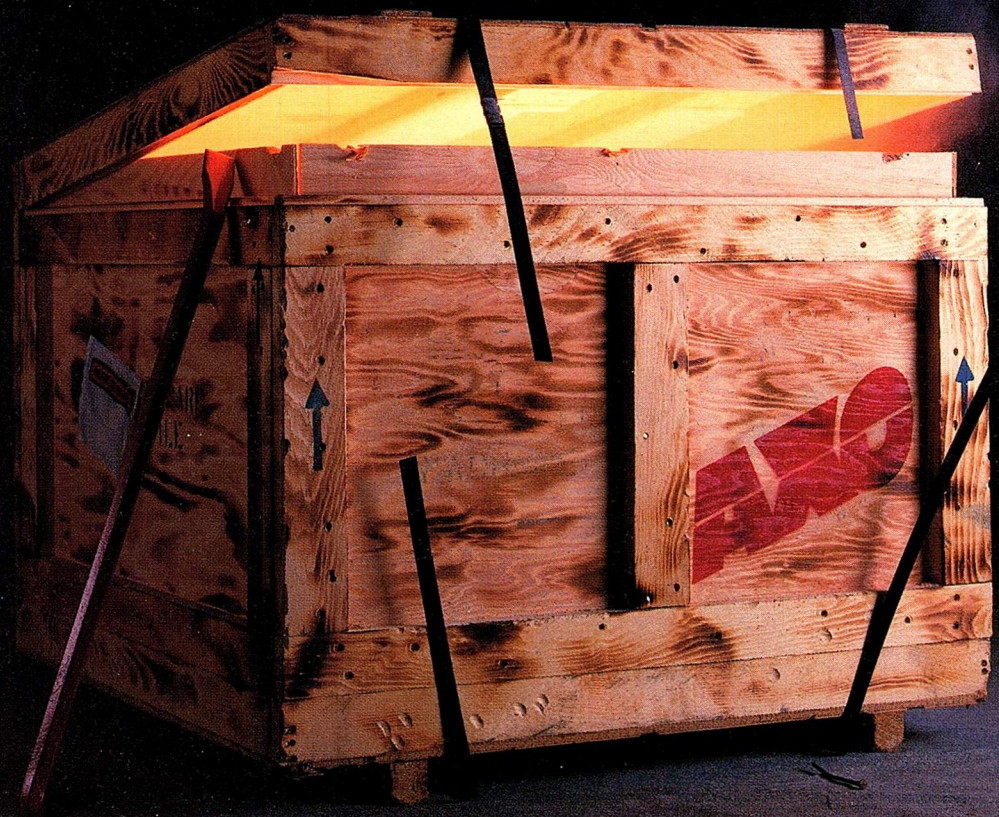

THE NEXT 16 PAGES ARE VERY BAD NEWS.

GLOBAL CONSPIRACY SPARKS NEW GLOVE REVOLUTION.

WHITE/BLUE

It began as a concept in one man's scheming mind. Next thing you know, four different countries on three separate continents were helping shape the plot. Finally, some headline-seeking revolutionary spilled the beans, and now AXO Sport's new Series 40 glove is all over the front page.

Was it the Japanese, seen frantically waving pictures of their contour-stitched synthetic palm? Maybe the Italians felt their injection-molded, Pebax™ cooling vents should take the heat. Finland could get fingered for their combination of smooth Lycra® comfort and sturdy foam protection. But most observers believe the Series 40's fate was sealed by America's snug elastic wristband, Velcro® closure, and masterful design. Besides, the Yanks have a history of starting revolutions.

While the dust has yet to settle, world opinion holds there is no equal for AXO Sport's new Series 40 glove. There is, however, wide speculation that the guy who started this revolution is still at large, and no one's got a clue. We're not going to blow his cover, but we can tell you this much.

He's hard at work on the next one. **$41.**

WHITE/RED

Series 40 gloves carry U.S. patent #4,570,269
Sizes: Adult 8, 9, 10, 11. Visa, MasterCard Accepted

Series 40 gloves carry a 1 year warranty against defects in workmanship and materials.

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If all this newness makes your head spin, then just remember it was AXO Sport who chalked up three consecutive firsts with their new Series 135 pants. After all, it's impossible to improve on that kind of position.

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Sport
PATENTED

PRICELESS PATENTS FOUND IN NEW JERSEY.

Been keeping up with the news lately? Then you know there's some intrigue concerning the owner of a particular patent (No. 4,603,440) on exclusive cuffs and collars found in a new AXO Sport jersey. Naturally, since we discovered them, we assumed they must be ours.

But just the other day we found them in not one, but several other jerseys! "How can this be?," we asked ourselves. "We must check with the patent office *immediately*!" So we did.

As expected, we found that AXO Sport jerseys have indeed been assigned U.S. Patent No. 4,603,440 for terry inner/nylon outer cuffs and collars that fit snugly and absorb perspiration like a sponge. But did you know they also contain a high fashion California double-combed poly/cotton fabric?!? Just the right amount of high density foam padding in the shoulders and elbows to neatly shape and safely protect? Dynamic patterns and colors that are sewn right in? High quality permanent transfers that retain their brilliant colors ride after ride and wash after wash? And a rainbow of custom letters, numbers, and logos for a unique, personalized, individual look?

Well, we knew a U.S. patent on AXO's cuffs and collars was a priceless commodity. And you've just discovered how valuable the other features are as well. But here's the most revealing news of all.

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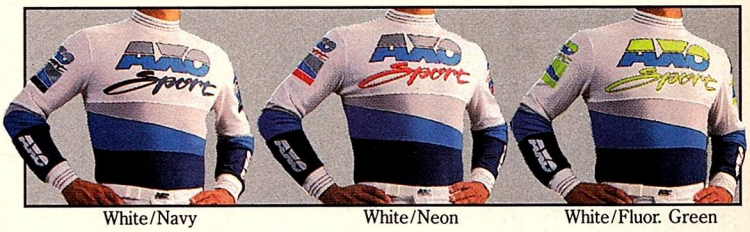
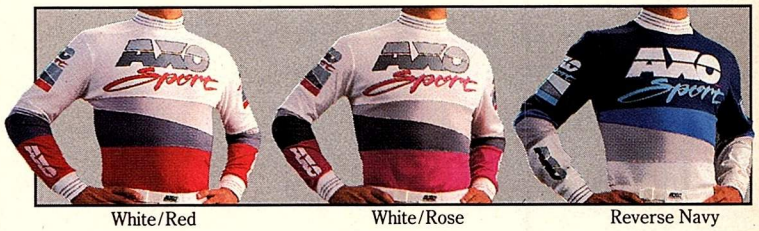
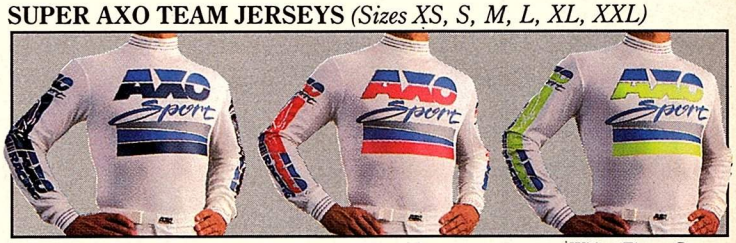


White/Navy | White/Neon | White/Fluor. Green

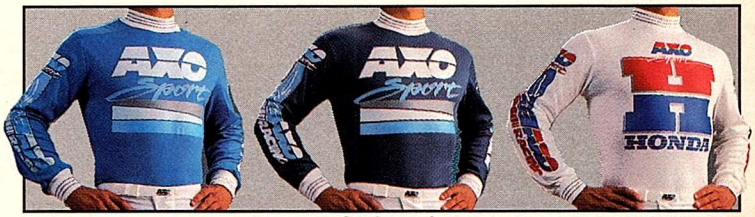


White/Red | White/Rose | Reverse Navy

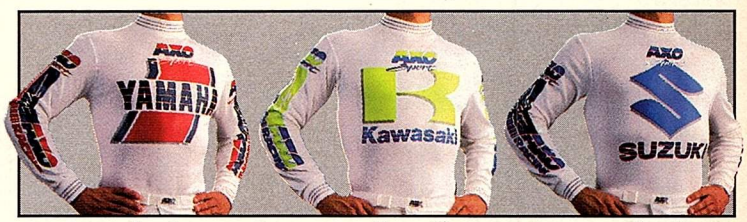
SUPER AXO TEAM JERSEYS *(Sizes XS, S, M, L, XL, XXL)*



White/Navy | White/Neon | White/Fluor. Green



Fluor. Blue | Gun Metal Grey | Honda



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Products: *Bel-Ray, PJ1, Silkolene, Scott, Oakley, 100%, RK Chain, DMC, FMF, Pro Circuit, Dunlop, Bridgestone, IRC, Metzeler, Arai, Shoei, Dirt Digits, Bell*

Magazines: *Motocross Action, Dirt Bike, Dirt Wheels, 3&4 Wheel Action, Dirt Rider*

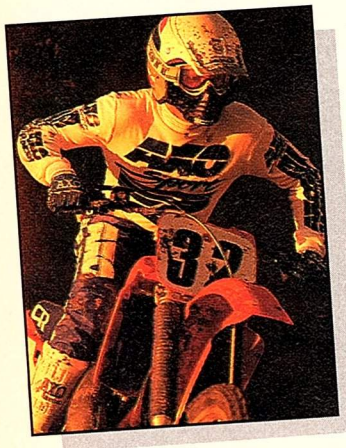
1-800-222-4296 (Outside CA) • **1-805-257-0474** (Inside CA)
AXO Sport-America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355

NEW WAY UNVEILED TO KNOCK THEIR SOCKS OFF.

Introducing the most potent secret weapon the off-road world has never seen. The Motocross Sock Foot Protection System from AXO Sport.

Unlike those wafer-thin gym socks you're riding with now, AXO socks strategically vary the density and placement of protective pads within the construction of each sock. High-density pads in the shin, heel, toe, and bottom protect against blisters, impacts, and abrasion, while low-density pads give support in the arch, calf, and ankle. So you get exactly what you need exactly where you need it.

Motocross Socks are made of Turbo Hi-Bulk Orlon® acrylic and stretch nylon for a comfortable fit and super long life. And because they're a patented AXO Sport exclusive, they're available nowhere but your authorized AXO dealer.



The all-new Motocross Sock Foot Protection System from AXO Sport. We can't guarantee they'll make you win every race. But you'll never get beat by a couple of feet.

AXO

AXO Socks feature a wide band at the top to prevent slippage without hurting circulation.

High density padding in shin area protects against concussion and abrasion.

Key abrasion areas like the toe and top of foot are cushioned without bunching or creasing.

Heel and Achilles tendon are protected from blisters and abrasion by high-density pads, while arch gets low-density terry for support.

Made exclusively for AXO Sport by

THOR•LO®

U.S. Patent No. 4,194,249

Orlon is a Dupont Registered Trade Mark.

Visa and MasterCard Accepted.
Colors: Grey/Red, Grey/Blue
Sizes: 6–9, 10–13

$12.95

1-800-222-4296 (Outside CA) • **1-805-257-0474** (Inside CA)
AXO Sport-America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355

THE NEWEST HIT IN ROCK 'N ROLL.

The first time we took this new act off the road, we knew we had a hit on our hands. Now, after months of fine-tuning and dress rehearsals, it's ready to take a few hits on your body.

Introducing the brand new SC-2 chest protector from AXO Sport.

The unique, increased curvature of the SC-2's design scores high on two notes. First, it actually reduces the potential impact area, to get things off your chest in a hurry. Second, it allows the directionally louvered venting to better circulate air around your mid-section. Unlike some others which tend to fall flat.

Like to cut loose and get a little bit wild? The SC-2's unrestrictive design and lightweight construction give you freedom of movement. It's widely adjustable to suit any rider with four position shoulder pads, extra-wide elastic straps, and two nylon clips for easier fitting. And to make sure the show's not rough around the edges, laminated hi-density foam trim is double-stitched in critical areas.

The all-new SC-2 Chest Protector from AXO Sport. Anything less will make your body sing the blues. 'Cause this is the one that lets the rocks really roll.

One Size Fits All
Colors: White/Blue, White/Neon, White/Fluorescent Green, Blue/White **$59.00**

Visa and Mastercard accepted.

(800) 222-4296 (Outside CA) • **(805) 257-0474** (Inside CA)
AXO SPORT AMERICA, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355

WE INTERRUPT BRING YOU THIS

FREE!

AXO Sport-America, Inc. 25702 Rye Cyn. Rd., Suite E, Valencia, CA 91355

For information on the AXO Sport retailer nearest you, call toll-free **1-800-222-4296.** In Calif. **1-805-257-0474.**

THE NEWS TO SPECIAL REPORT.

When you buy **any** AXO Sport outfit consisting of jersey, pants, and boots between now and December 31st, you'll get a $50.00 AXO Sport gear bag **absolutely free**! It's made of durable, high-quality nylon, and is roomy enough to hold all your essentials with two separate compartments, two side pockets for goggles and lenses, genuine Velcro® closures, and handy carrying strap. But these free AXO Sport gear bags are available only while the supply lasts, so see your participating AXO Sport dealer today.

We now return you to your regularly scheduled reading.

GEARING UP FOR THE Holidays AXO

COMPETITION SCOOPED BY AIR BOOT NEWS.

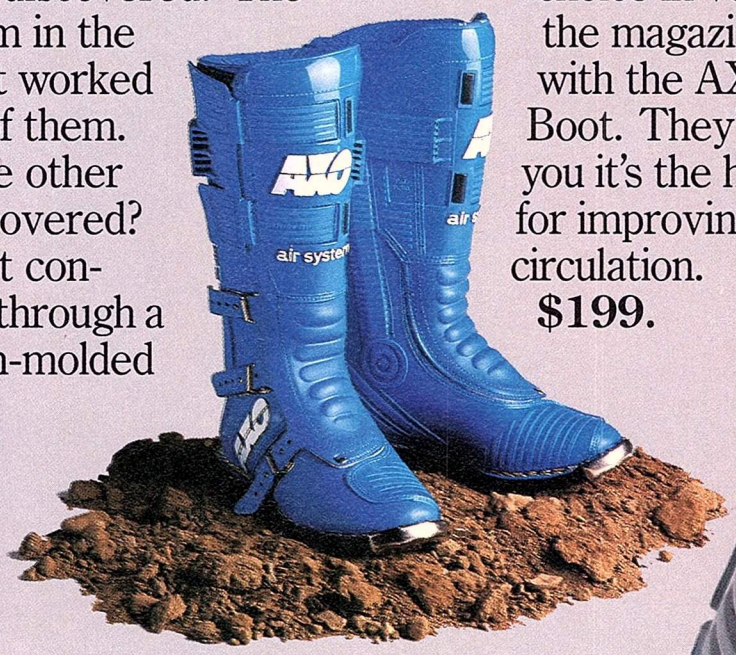
Recently, Motocross Action magazine compared air-cooled boots from several different manufacturers. Know what they discovered? The ventilation system in the AXO A.I.R. Boot worked better than any of them.

Know what the other boot makers discovered? Their boots didn't constantly funnel air through a series of injection-molded channels. Theirs didn't actually lower overall body temperature by cooling a rider's feet and legs. And theirs didn't have the superior design and advanced technology to warrant a U.S. patent for boot ventilation systems.

After getting wind of all that, the other guys weren't too pumped about AXO's top-grade leather, heavy plastic plating, Velcro® closures, or multi-density, anatomically designed sole. But soon they realized you can't blow off the findings of some hotshoe editors, much less their hotshoe readers.

So if you're looking for the #1 choice in vented boots, follow the magazine's lead and cool off with the AXO A.I.R. Boot. They'll tell you it's the hot tip for improving circulation.

$199.



AXO

1-800-222-4296 (Outside CA) • **1-805-257-0474** (Inside CA)
AXO Sport-America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355

AXO s.n.c. Via Castellana, 90 Zona Ind. 31036 Ospedaletto Di Istrana (Treviso) Italy Telex 215566 AXO I

Visa and MasterCard Accepted. Available in Blue and White Sizes 7-12.

U.S. Patent No. 4,587,749

NEW TWIST HELPS STRAIGHTEN THINGS UP.

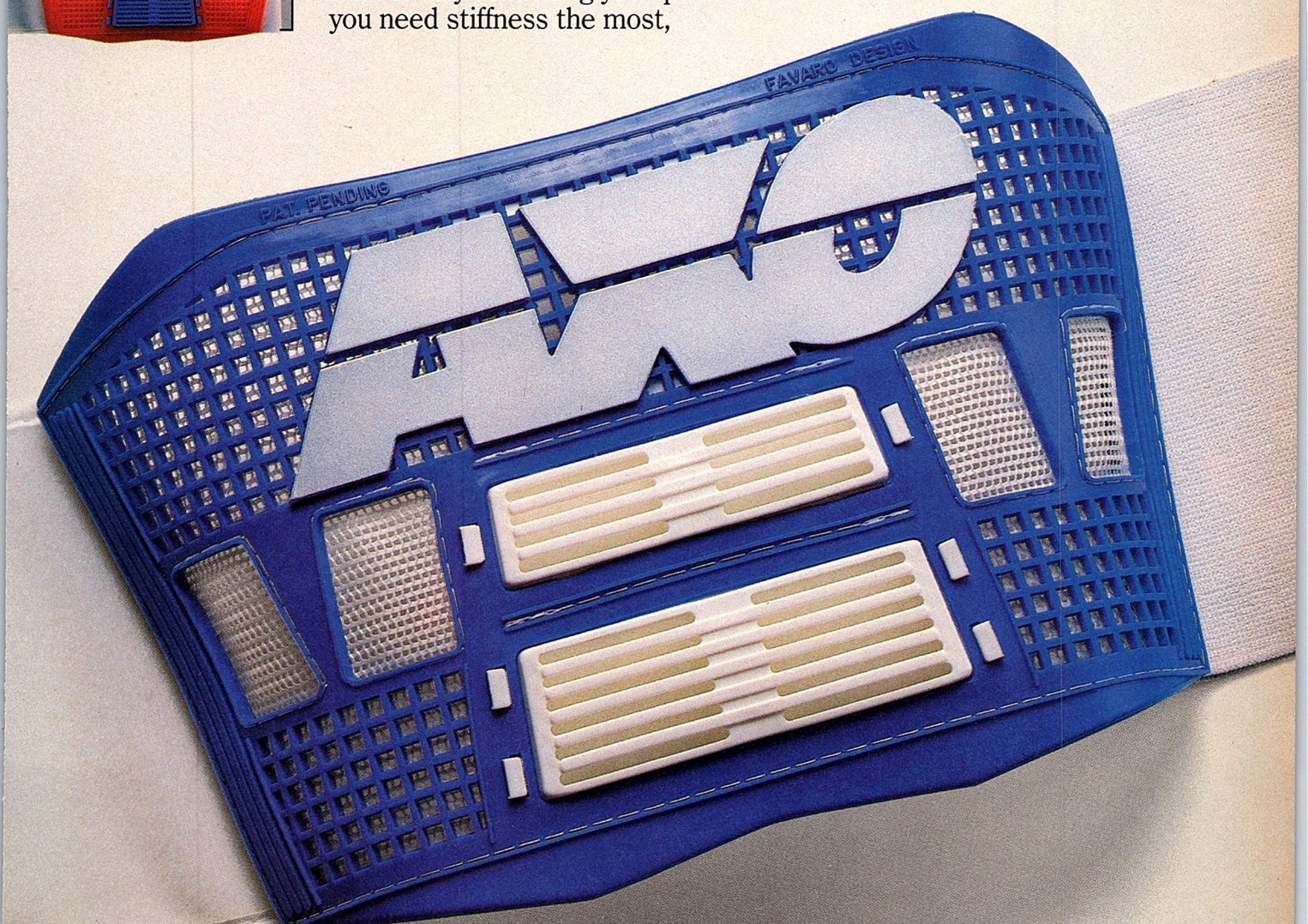
The most common complaint riders have about belts is that they're not firm enough in back, or flexible enough on the sides, to give the proper support. So you'll be glad to know that the all-new AXO Superbelt 2 gives you both.

To make sure our Superbelt 2 upholds the strictest standards, we developed a tough plastic shield to fortify your lower back. So tough, in fact, we had to create a second, completely different plastic to soften things up around your waist. It's our way of backing you up where you need stiffness the most, with a more comfortable fit where you need stiffness the least.

To round out our all-new design, we fashioned a nylon mesh cooling vent in the rear, and double-stitched extra wide Velcro® fasteners in front. Both of which square things up rather nicely.

In fact, there's only one small twist you might want to add to the all-new Superbelt 2 from AXO Sport. That would be a twist of the wrist.

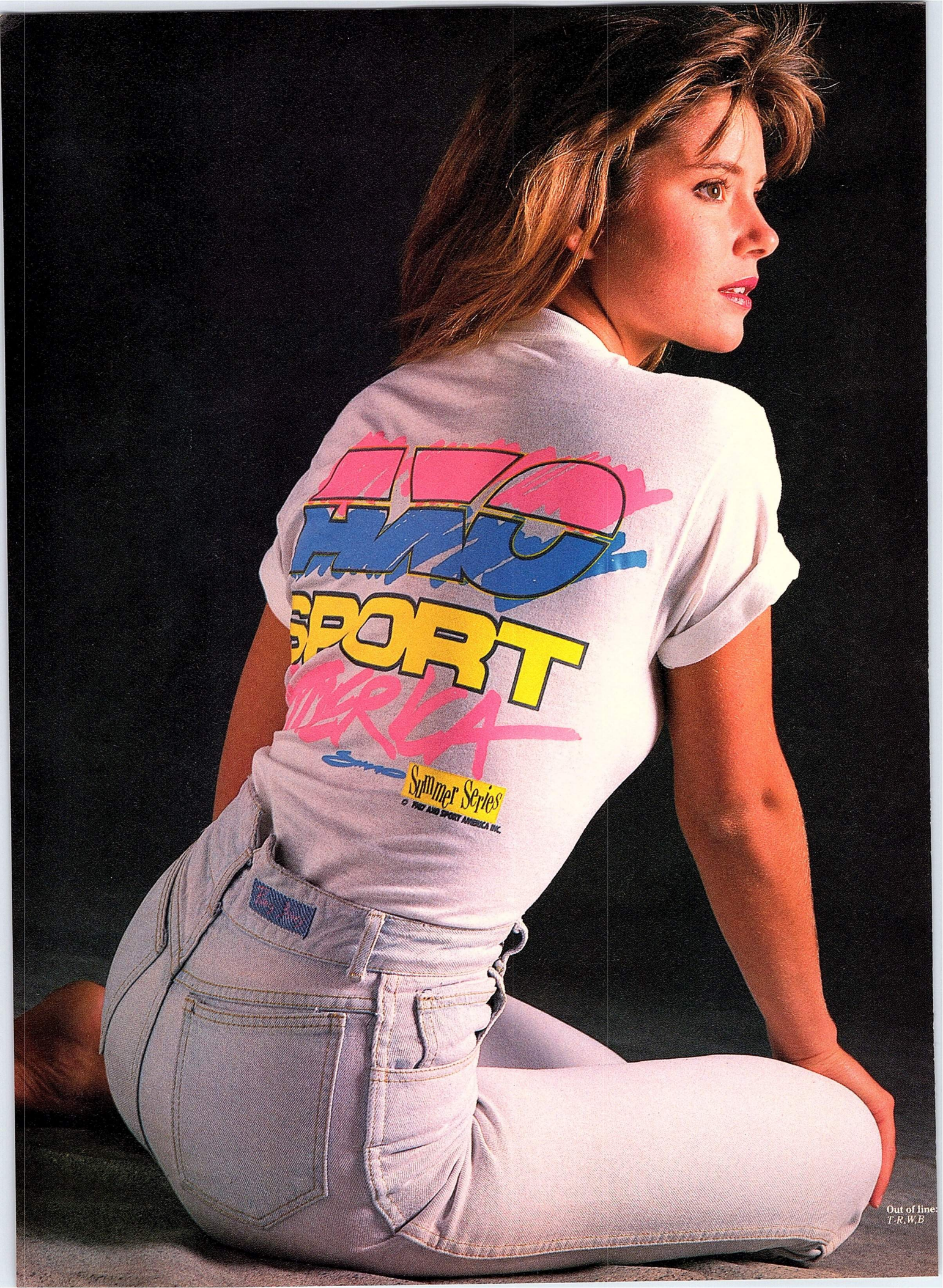
AXO



AXO SPORT AMERICA, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355 **(800) 222-4296** (Outside CA) **(805) 257-0474** (Inside CA)

AXO Superbelt–**$35.95** *Fits 28"–34" waist. Red/White, Blue/White, White/Blue, Neon, Fluor. Green* *AXO XL Superbelt*–**$36.95** *Fits 36"–42" waist. Red/White, Blue/White*
AXO Kids Superbelt–**$26.95** *Fits 24"–28" waist. Red/White, Blue/White*

Visa and MasterCard Accepted



Out of line:
T-R,W,B

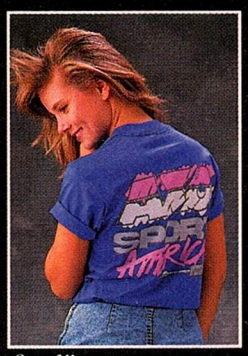
"Notorious in New York."
"Magnificent in Milan."
"Pandemonium in Paris."

Are these actual headlines describing the latest line of casual apparel from AXO Sport, a stunning assortment of high-quality cotton tees and sweats for off-road trend-setters, in the season's brightest new colors and most unique new designs? Or merely excerpts from the diaries of sophisticated, globe-trotting racers?

To tell the truth, we're solely concerned with our customer's reviews as fashion experts. Because before one stitch of our clothing meets the press, they first have to answer to your exquisite tastes.

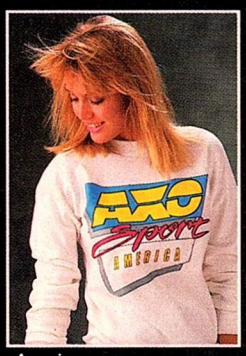
Or you can be sure they'll get "Vetoed in Valencia."

FASHION NEWS IS HOT OFF THE PRESS.

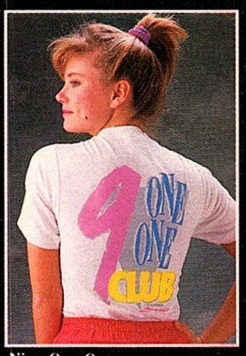


Out of line:
T-R,W,B

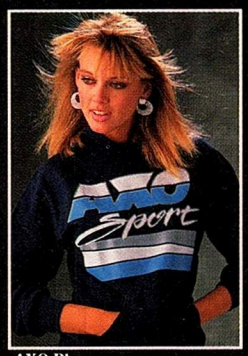
Illegal Motives:
T-W • C-W • H-W



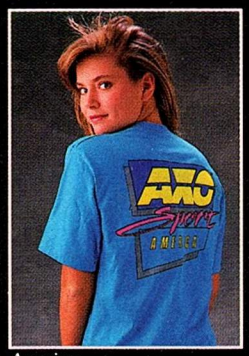
America:
T-W,G,A • C-W,A • H-W



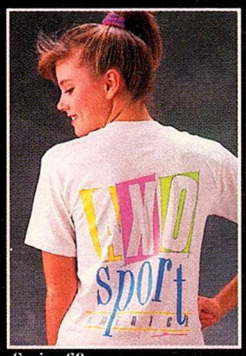
Nine One One:
T-W • C-W



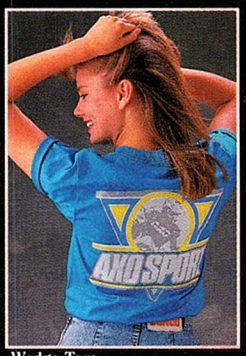
AXO Plus:
T-R,W,B ,G • H-R,W,B



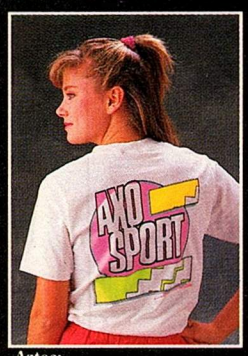
America:
T-W,G,A • C-A ,W,B • H-W



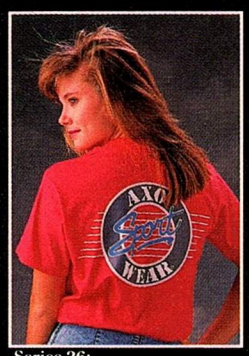
Series 60:
T-W,G • H-W • C-W



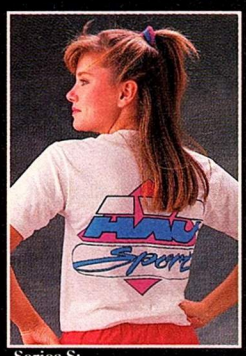
Wedge Tee:
T-R,B,A



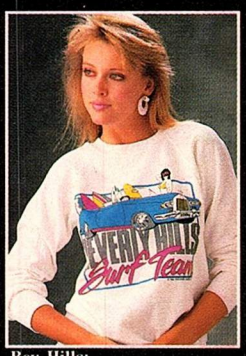
Aztec:
T-W,G



Series 26:
T-R,W,B,G • C-W • H-R,W,B



Series S:
T-W,G • C-W



Bev. Hills:
T-W,G • C-W

Cycling:
T-W,G • C-W • H-W

Ransom:
T-W

Mtn. Bike:
T-W,G • C-W

Locals only:
T-W

HATS **$14.95**
AXO Sport – R, W, B, G, A
AXO Cycling – Blk, A

GEAR BAGS
12" x 12" x 20" – **$39.95**
14" x 14" x 30" – **$49.95**

TEES **$10.95**
HOODED SWEATS **$24.95**
CREW NECK SWEATS **$18.95** (XXL – **$24.95**)

FOR COLOR/STYLE CODING FOLLOW THIS EXAMPLE

Series 26 design available in:
- **T**(shirt) – **R**(ed), **W**(hite), **B**(lue), **G**(rey)
- **C**(rew Neck) – **W**(hite)
- **H**(ooded) – **R**(ed), **W**(hite), **B**(lue)

"A" is for A(qua). All tees feature small logo on front and large logo on back. Hooded sweats and crew necks feature large logo on front only.

1-800-222-4296 (Outside CA)
1-805-257-0474 (Inside CA)
AXO Sport-America, Inc.
25702 Rye Canyon Road, Suite E,
Valencia, CA 91355

IT GAVE "UPPER HAND" A WHOLE NEW MEANING.

In the highly competitive, fast-paced world of off-road motorcycling, there should be at least one advantage a rider holds onto. Namely, the handlebars. But if you owned a pair of AXO Sport's Series 29 gloves, you'd have control right in the palm of your hands. And get a new grip on your situation.

You could ride for days with nary a blister from our synthetic palm. Watch rocks and debris bounce off the exclusive molded rubber compound. Feel a cool flow of air from AXO's patented ventilation system. And seal out the grit with our extra wide wristband. All achieved while calmly holding onto the bars.

Is this the type of comfort, protection, and confidence you'd like to have on the next ride and every ride? Then grab the upper hand with Series 29 gloves from AXO Sport. And lower the boom on the rest of the class.

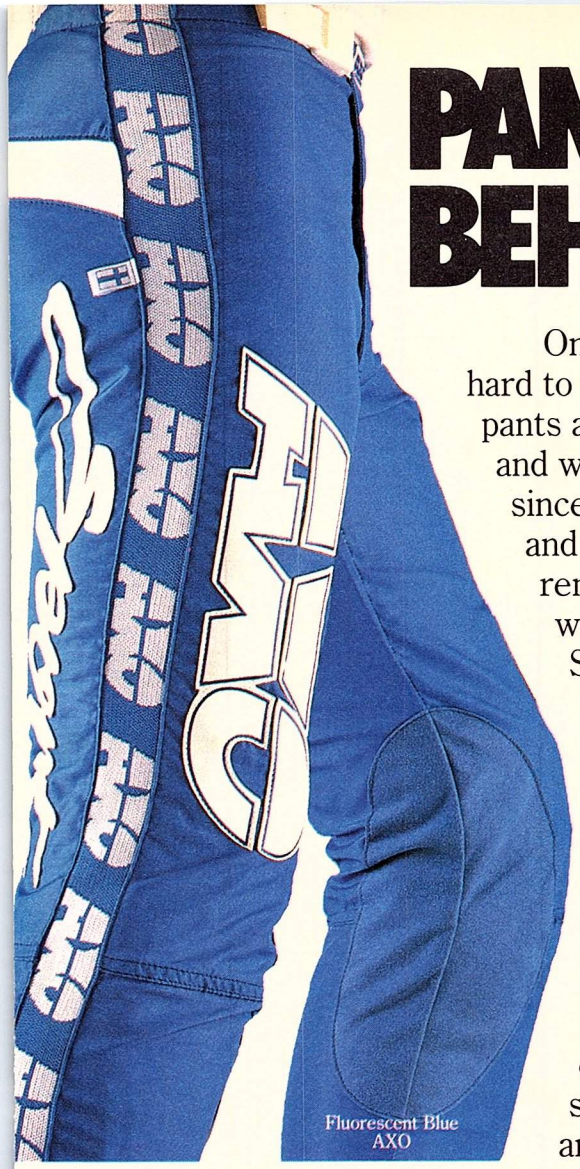
AXO

Kids Sizes 5–7 **$27.95**
Adult Sizes 8–11 **$35.50**

Visa and MasterCard Accepted.
Available in Red/White, Blue/White
White/Navy, White/White.

1-800-222-4296 (Outside CA) • **1-805-257-0474** (Inside CA)
AXO Sport-America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355

PANTS MAKE NEWS BEHIND THE SEAMS.



Fluorescent Blue
AXO

On the surface, it's often hard to tell which motocross pants are worth a closer look, and which ones aren't. But since our materials, features, and construction are currently the talk of the town, we'll gladly bare the facts on Series 95 pants from AXO Sport.

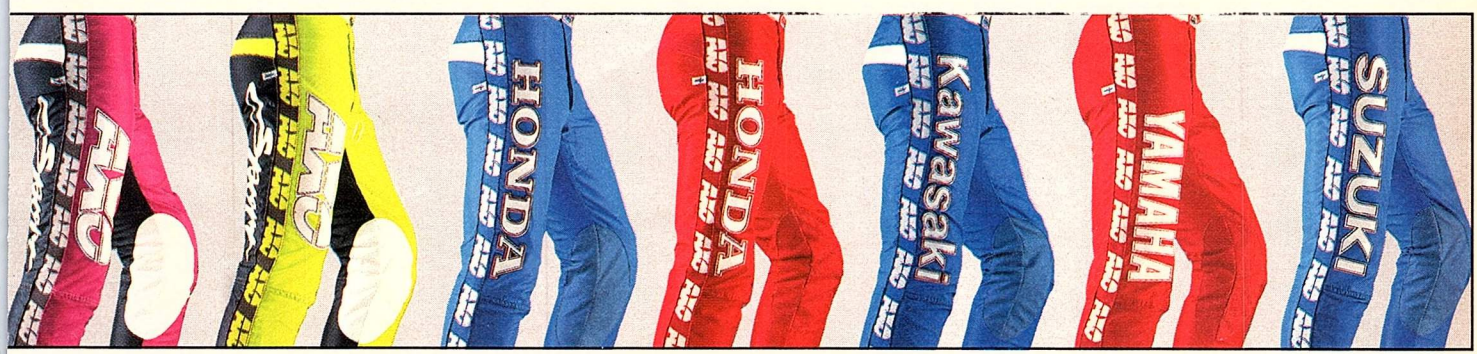
Hydronyl 490®, AXO's trademarked fabric developed exclusively for motocross, is specially cut for each individual pair. Then we slip in a smooth, silky lining. Precisely measure the elastic saddle band, side stripes, and cuffs. Carefully position our injection-molded lettering and synthetic knee pads. And to ensure that every single claim we make for Series 95's holds up, we double-stitch every last detail.

MADE IN FINLAND.

Before your hard-earned money changes hands forever, make sure the pants you're paying for are true to form. And remember, if you don't get the inside story, maybe that's because there's nothing worth reporting.

AXO

Neon Red | White/Blue | Navy Blue | Light Grey | Bright Red | White/Red | Gun Metal Grey



Rose/ Gun Metal Grey | FluorescentGreen/ Gun Metal Grey | Fluorescent Blue Honda | Bright Red Honda | Fluorescent Blue Kawasaki | Bright Red Yamaha | Fluorescent Blue Suzuki

KIDS Sizes 24-26 **$99.00**
ADULT Sizes 28-36 **$115.00–$119.00**

Visa and MasterCard Accepted.

1-800-222-4296 (Outside CA) **1-805-257-0474** (Inside CA)
AXO Sport-America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355

THE BIGGEST

To improve on the almighty, unrivaled, top-rated Turbo boot, you'd need technology that was so advanced, so revolutionary, so many light years ahead of its time, that it would totally turn the motocross world upside down and completely redefine the art and science of boot-making forever.

Welcome to forever. Here's the new Turbo Plus.

Every single feature, from the

New wedge-shaped shin guard knifes through debris

New elastic gator with Velcro® closure seals out elements

New calf plate in back cushions direct impacts

Pre-curved molded Velcro closure contours around leg

New Ankle design bends like never before

New kick tab in back for easy boot removal

New plastic "floating buckles" flexes as you move

Colors: Blue, Red, White, Black. Sizes: 6–12 (Black available in size 13) White/Red available exclusively through Yamaha dealers.

NEWS OF THE YEAR.

dual-injection molding and wedge-shaped shin guard to all-plastic straps and lever-lock buckles, has been radically re-engineered from the ground up. Ingenious new construction makes it bend like never before. Functional new designs maintains unheard of support. Space-age new materials repel impacts and scoff at the elements.

In fact, the new Turbo Plus not only increases protection, comfort, and flexibility in every conceivable way, it dramatically improves the performance of every rider, in every class, of every skill who wears it. But that's just what you'd expect from the industry leader.

What do you get when you take the #1 boot and add a dozen new features? When your whole reputation rides on your boots, you get to stay on your toes.

New injection-molded logos can't rub off

New curved-up toe for easier gliding over terrain

New plastic straps won't stretch, fray, or break

New injection-molded guard for protecting lower buckle

New sure-lock buckling system snaps into place

$179.00

Visa and MasterCard Accepted.

AXO

1-800-222-4296 (Outside CA) • **1-805-257-0474** (Inside CA)
AXO Sport-America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355

AXO s.n.c. Via Castellana, 90 Zona Ind. 31036 Ospedaletto Di Istrana (Treviso) Italy Telex 215566 AXO I

LORETTA LYNN: SUMMER CAMP FUN

There is more to motocross than winning

By Todd Smith

Thom Veety

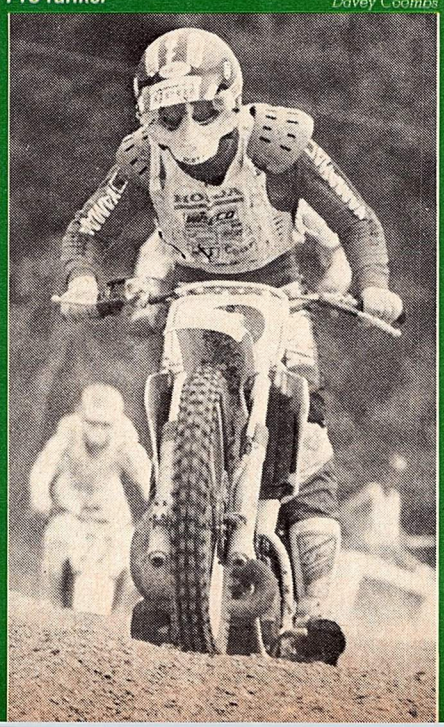
Davey Coombs

***Keith's brother:** Young Greg Bowen roosted on the 125 A Class. Insiders claim that Greg's dedication and hard training will soon make him faster than his Team Yamaha sibling. Greg is only 14.*

***Big-bore champ:** South Carolina's Robbie Taylor muscled his Yamaha YZ490 into the Open A record books just ahead of Keith Johnson. Robbie needed a perfect score to win the title, glory and trophy.* ►

***Championship form:** Californian Jeff Matiasevich really got dialed into the Tennessee berms. Jeff narrowly edged out Chris Coleman and Mike Pascarella for the 125 Pro title. The DMC-sponsored rider backed it up with a repeat win in the 250 Pro ranks.*

Davey Coombs



***Senior set:** Tony DiStefano (24) and Rob Neely (1) waged a three-moto duel of death in the Vet class. Three-time 250 National Champion Tony D. was out to make it interesting, and when Neely came out on top, the crowd roared.*

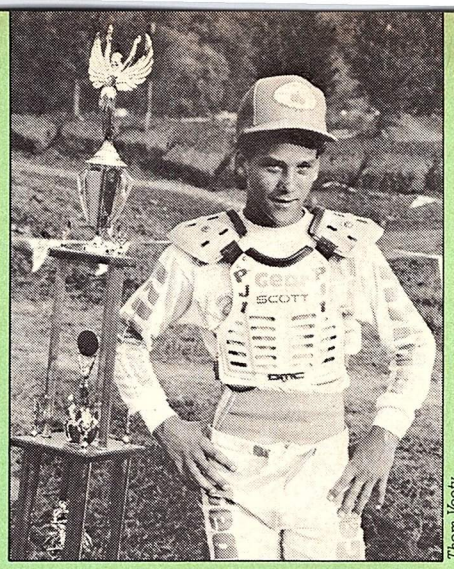
☐ Have you ever seen the end of a football or hockey game where the players shake hands? This act, for the most part, is traditional and void of any real feelings of friendship or comradery. Team sports, and one-on-one sports, such as boxing and tennis, thrive on antagonism between opponents. In addition, the nature and structure of the events do not allow any comradery to develop. Motocross, however, is the perfect sport for comradery. The pits are like one giant family get-together. There is plenty of time between motos to get to know the competition.

***Bad-luck Buddy:** Broken spokes on Buddy Antunez's RM cost him the 85cc Stock crown. The Suzuki pilot won his first two motos and was on his way to victory in the third when the calamity struck. Buddy also won two motos in the Modified class, but a fifth in the other cost him that title.* ►

16

SUMMER CAMP FUN

Future stars: These little tykes might be the heroes of 21st-century motocross. Joey Ballinger (45) leadings the screaming pack into turn one. Eventual winner and class champ Tom Schueler (23) scored a perfect three-moto sweep.

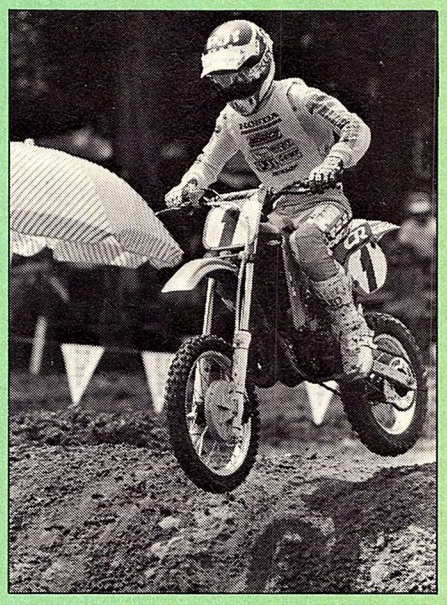


Thom Veety

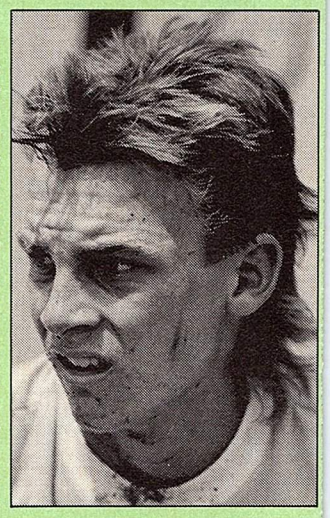
Championship iron: Brian Swink displays the six-foot trophy that went along with winning an AMA National Amateur Championship. Brian was a perfect 1-1-1 in the 85cc Stock class. The Michigan native followed that with two firsts and a second in the 85cc Modifieds.

The Loretta Lynn/AMA Amateur National Championships are the pinnacle of motocross comradery. Loretta Lynn's boasts more activities than a summer camp. Racers and their families have a choice of volleyball, softball, horseshoes and fishing tournaments, as well as remote-control car racing, Cross-Country racing and the HRC chili cook-off. If that isn't enough, there is also a large swimming pool and a video game arcade in which to expend any remaining energy.

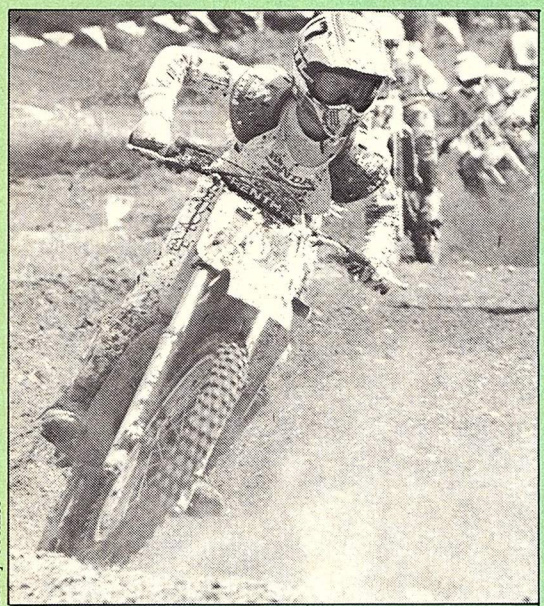
While the competition for National Championships is intense on the track, the off-track atmosphere lets the riders see that there is more to motocross, and life, than winning. □



Still the champ: Pro Circuit-powered Jimmy Button successfully defended his 12-13-year-old 85cc Stock and Modified titles. He benefitted from Buddy Antunez's broken wheel in moto three. ►



Not again: Championships have recently been slipping through Damon Bradshaw's hands like greased pigs. In Tennessee, Damon cruised through his first two 125 motos, but in the third round, a last-turn pass pushed him back one place. . . he lost the Championship by one point! ►



Davey Coombs

Another brother: Tallon Vohland, brother of 125 National privateer Tyson, added the 12-15-year-old 125 Stock title to the three he garnered in Ponca City. The Team Green rider defeated Junior Jackson (44) by one point.

RESULTS: 1987 AMA/LORETTA LYNN AMATEUR NATIONAL CHAMPIONSHIPS

85 STOCK 14-15

1.	Brian Swink	Kaw
2.	Chad Pederson	Yam
3.	Grayson Goodman	Hon
4.	Tim Hodes	Hon
5.	John Bogovich	Yam

125 STOCK 12-15

1.	Tallon Vohland	Kaw
2.	Junior Jackson	Suz
3.	Steve Herman	Kaw
4.	Rob Hanson	Yam
5.	Chris Marlin	Kaw

85 MODIFIED 14-15

1.	Brian Swink	Kaw
2.	Grayson Goodman	Hon
3.	Chad Pederson	Yam
4.	Tom Clowers	Yam
5.	Jeromy Buehl	Kaw

125 MODIFIED 12-15

1.	Junior Jackson	Suz
2.	Chris Marlin	Kaw
3.	Roy Schellenberger	Yam
4.	Joe Maurer	Hon
5.	David Beckington	Hon

125 PRO-AM

1.	Jeff Matiasevich	Kaw
2.	Chris Coleman	Kaw
3.	Mike Pascarella	Hon
4.	Larry Ward	Yam
5.	Jeff Nabery	Yam

WOMEN

1.	Mercedes Gonzalez	Kaw
2.	Tara Harrison	Kaw
3.	Dee Wood	Hon
4.	Debra Mott	Hon
5.	Carla Swing	Hon

250/OPEN PRO-AM

1.	Jeff Matiasevich	Kaw
2.	Mike Kiedrowski	Kaw
3.	Larry Ward	Yam
4.	Jaff Nabery	Yam
5.	Mike Roth	Yam

SENIORS

1.	Rob Neeley, Jr.	Kaw
2.	Tony DiStefano	Suz
3.	Rick Munson	Suz
4.	Sonny Mitchell	Hon
5.	Tim Smith	Kaw

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BELGIAN 500 GRAND PRIX

THE K-SQUAD AT THE CITADEL

Kurt, Kees, Kini, KTM & Kawasaki klean up

◄*Grand Prix de Belgique: Leif Persson used his Yamaha YZM500 to set fast time in practice (3:18:46) but could only manage a sixth in the first moto before being gobbled up by the Citadel mud.*

Pedal to the metal: Kurt Ljungvist (9) puts the hammer down through the stadium in front of the Citadel. The water was over three feet deep at the stream crossings.►

Mudder: Heinz Kinigadner (10) skates through the inside of the first turn and disappears. If every GP was held in the mud, Kinigadner would be the 500 World Champ. The Austrian baker goes fastest when it gets wetter. Mervyn Anstie (19) dueled for the holeshot, but overshot the apex in the second moto.

By Luc Verbeke

☐ During the Middle Ages, knights built their castles on high rocks next to rivers. These fortified castles commanded a protected position overlooking the land below. Belgium's Namur Castle, known as the Citadel, was built in the 12th century on top of a rocklike dome beside the river Maas. The land around the Castle Namur is surrounded by deep woods where knights once fought to protect their fiefdoms, high above the city of Namur. The Citadel de Namur is now a Belgian tourist attraction, and thousands come to visit it yearly. In the '50s the Tour de France bicycle race had a finish line at the top of the climb to the Citadel, and only three years ago, the Pope blessed the Castle.

Above and beyond the tourist hoopla about the Citadel de Namur big news is made yearly when the 500cc World Championships come to the rocky mountainside known as the Chateau de Monument. The start of the Belgian 500 GP is 300 yards from the castle gates, and the track encircles the fortified walls. At two miles long, the Citadel race course is to motocross what Wimbledon is to tennis or Indianapolis to cars. Not just another race—a historic event!

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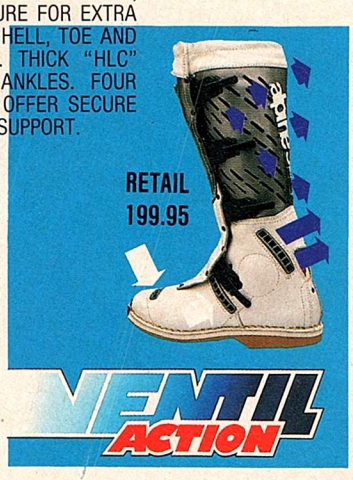

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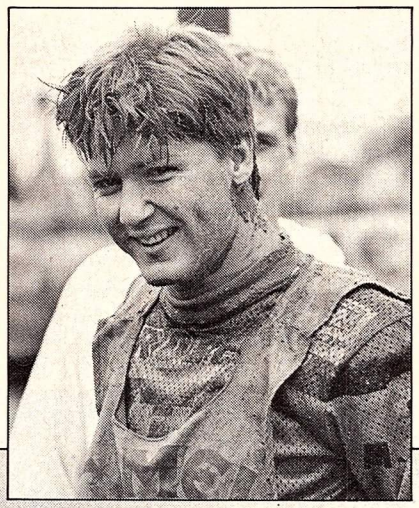
BELGIAN 500 GRAND PRIX



Georgia peach: Billy Liles (75) is sandwiched between Scotsman Willie Simpson and Belgian Andre Vromans (87). Over 71 riders tried to qualify for the Belgian GP. Liles won his qualifier, but scored no points at the Citadel.

◄ American abroad: Billy Liles has proved that he has GP speed, and is planning on staying in Europe in 1988. Will he be joined by any other Americans? Probably not.

Flight time: With the Citadel de Namur underneath him, Georges Jobe won the first moto, but retired from the second moto with minor engine problems. How many people braved the rain storm to watch the race? Oh, 18,000. ▼

MEMORIES OF THE CITADEL

ROGER DeCOSTER LOOKS BACK

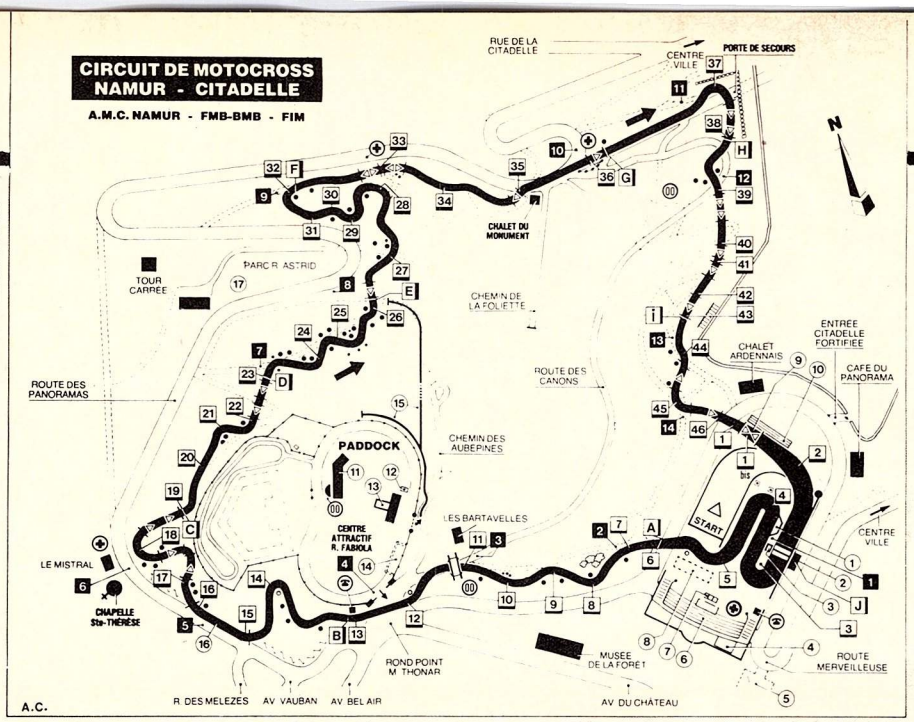
• "There are rumours that the Belgium GP will leave Namur. That would be a shame. I'm convinced that Namur is capable of organizing the 500cc World Championship event every year. The 'Citadel de Namur' has that little bit extra that distinguishes it from other GP tracks. The Citadel is really a monument to motocross racing. It's a track where only the best riders can lay claim to the victory. There are, however, a lot of controversial opinions surrounding the track. Some people say the track is too dangerous to hold motocross on it, but in my opinion, Namur is safer than many other tracks on the World Championship circuit which are considered to be better. Motocross is and will always remain a sport where rider and machinery adapt themselves to the track conditions, rather than the opposite. It's true that the Citadel has no panoramic view to offer when it comes to racing, but has other attributes that are difficult to explain. You have to visit the place, and then you will know what I mean. It has its unique 'Esplanade' [on top of the rock] where the crowd gets to see a very spectacular start, and then the pack dives into the woods and stays away for at least three minutes. The surprise effect at each place on the track makes it extremely attractive. That's what I thought when I was riding the Citadel, although at that time I was busier concentrating on the extremely difficult track than thinking about the crowd. But you could feel the enormous tension when you jumped on the Esplanade. You could hear the people shouting, and that was very exciting.

"When I was a kid, I saw Rene Baeten win the Belgian GP in 1958. One week later he became the first Belgian World Champion in Ettelbruck, Luxembourg. I was very impressed about both things. Eleven years later, I won for the first time at the Citadel after two exhausting races. I will never forget that victory. I won the Belgian GP seven times, and every time I was the happiest man in the world, winning at the Citadel. It was not only winning the home GP. It proved that I could go faster than anyone else at that time, because only the best riders can win at the Citadel. Now that I'm retired, I always find an excuse to be in Belgium around the first weekend of August, but the real reason I go there is, I don't want to miss the Belgian 500 round of the 500cc World Championship. I know that's a bit sentimental. I guess I'm getting old . . ." •

BELGIAN 500

PICKING THE BEST LINES

ANDRE MALHERBE TAKES YOU FOR A LAP



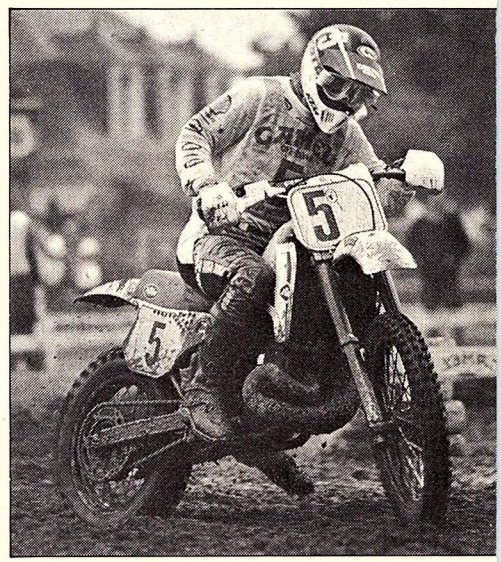
• "Unfortunately, I couldn't be in Namur this year, because I had obligations for a 24-hour car race the same weekend. But, when the car race was finished, I came as soon as possible to the Citadel. I was just in time to see the second moto, and I taped everything on video. Of all the GP tracks, I have always liked Namur the most. It's a very selective track, too. When I think about it now, I still know the track in my head.

"The first difficulty is the start. The best place is not on the inside. I always left six to eight riders on my right-hand side. I start in second gear, then third before sliding back into second for the double right-hander on the Esplanade. Next I get on the brakes, go back up to third gear and pull to fourth for the parallel straight with the cable way. The first turn is the most difficult, because they've built a table-top jump which narrows the bottleneck, especially when it rains. It's always very slippery. The ground has almost the same surface as a speedway track. You can really slide when you're on the gas. I take the left- and right-hand turns on top in second and third gear. Then I cross the concrete road for the first time before diving into the woods. The course goes downhill all the time. Under the bridge, beside the recreation area called 'Queen Fabiola,' straight to the walls of St. Therese's Chapel. At the recreation area riders cross the concrete road for a second time. That's a very technical and fast part of the track. The speeds hover around 100 kph, and the trees are very close to the track. You can see riders using the trees to control the rear end of their bike. Many of the trees are seriously damaged . . .

"At St. Therese's Chapel we start climbing again. The track is very steep. Once you are at the highest point there, it goes down again in stairsteps to the 300 meters of concrete at the 'Chateau de Monument.' Before the concrete road there is a very technical part where I always used to pass slower riders. They didn't dare go fast, because even in the summer the ground stays very damp and slippery. I enter that part in sec-

The K Squad: Kees Van der Ven's 5-2 couldn't beat KTM teammate Kinigadner's 4-1. If you had a K in your name or your bike started with K you did good at the Citadel. Kurt, Kees, Kinigadner, KTM and Kawasaki all had good days. ►

Swimming home: Jan Van Poppel (28) had the only clean numberplate during the first-moto start. It didn't do him any good. Jan crashed out. Leif Persson (left), Georges Jobe (4) and Kurt Nicoll (right) held on in the first moto to score sixth, first and third respectively.



RESULTS:
BELGIAN 500 GRAND PRIX

1. Heinz Kinigadner (4-1)	KTM
2. Kurt Nicoll (3-3)	Kaw
3. Kees Van der Ven (5-2)	KTM
4. Claudio DiCarli (2-13)	Kaw
5. Georges Jobe (1-D)	Kaw
6. Kurt Ljungqvist (8-5)	Yam
7. Mervyn Anstie (D-4)	KTM
8. Mark Banks (D-6)	Hon
9. Johan Martens (12-10)	Kaw
10. Leif Persson (6-D)	Yam

ond gear, then third, and go to fourth as I come up the concrete. That's always a very delicate matter, because the tires are wet, and if you put 60 hp on the rear wheel at the wrong moment, you end up somewhere in the middle of the restaurant or at the end of the concrete. I go back to third gear while hanging in the air after the jump behind the concrete, and then immediately back to fourth and wide open to the 'Bordial' gate.

"The steep climb that follows the long straight is the most selective part on the Namur track. If you make a mistake on that part, you lose your balance and face the chance that you're not gonna make it. It's like the Alps in the Tour de France. The best riders win the race on that part of the track. It's dark, damp, sometimes dusty, and the roots of enormous trees cover the surface. I go from second gear to fourth there. The track goes down a little bit before the hill to jump back on the Esplanade [the stadium part], which is passed in third gear. When jumping on the Citadel, the concrete is crossed for the fourth time. . .

"I still dream about that track. I know every square inch of it. I changed gears about 45 times per lap. In a 40-minute plus two-lap moto, that means I had to change gears 1260 times during both GP motos. . . which means once every four seconds." • □

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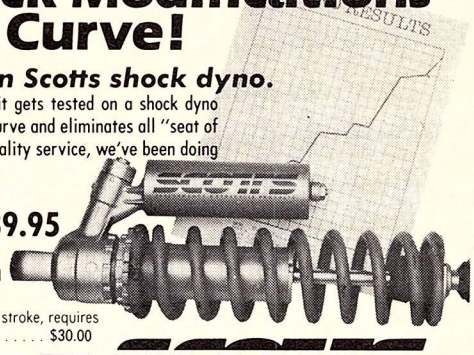

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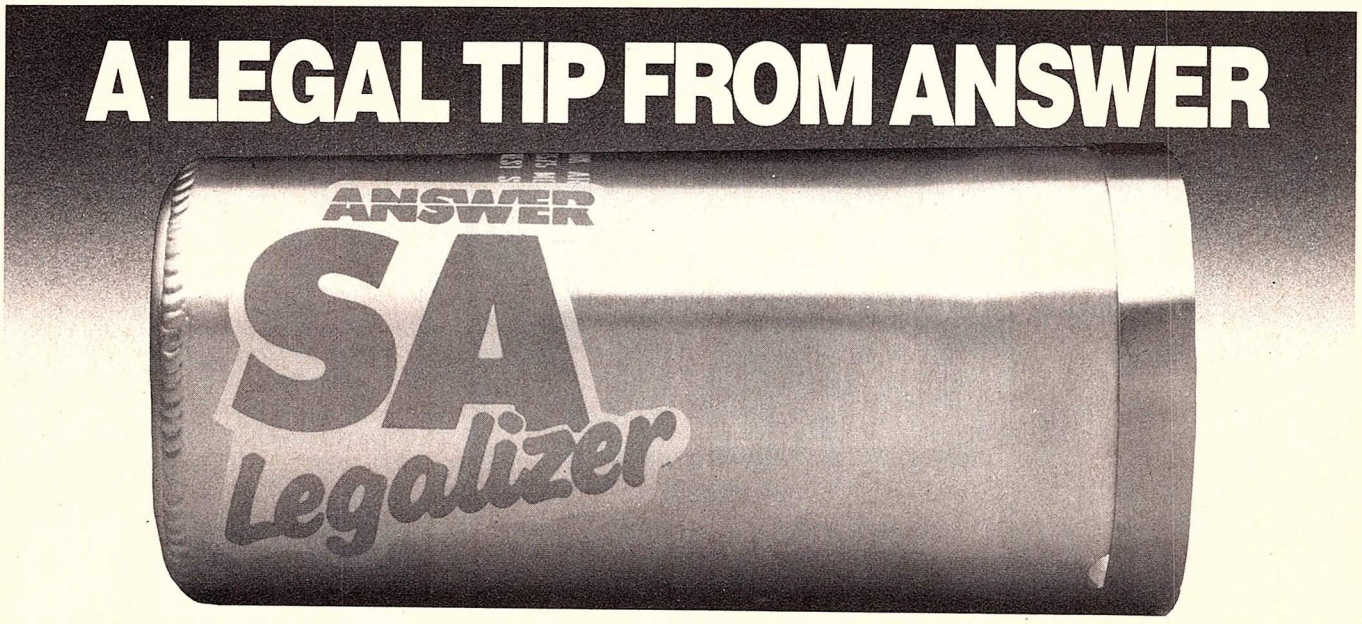

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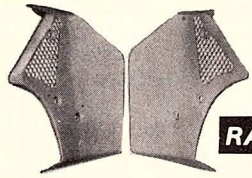

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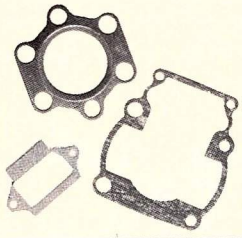

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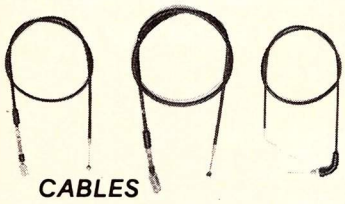

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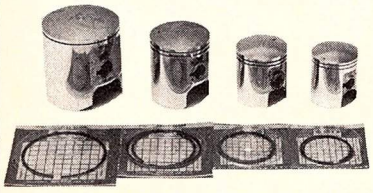

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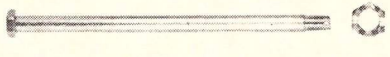

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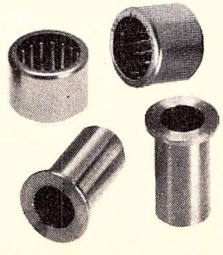

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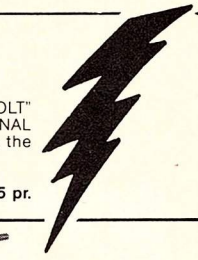
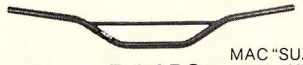
PE 175 (1982-84)	27.95
PE 250/400 (all yrs)	34.75



BOB HURRICANE HANNAH

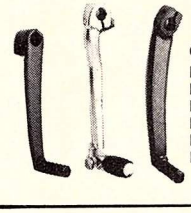
"LIGHTNING BOLT" STICKERS.
These ORIGINAL "LIGHTNING BOLT" stickers have ridden to more NATIONAL "WINS" than any other stickers in the history of MOTO-X.
GUARANTEED to make you go faster . . . . . $3.95 pr.



HANDLE BARS

MAC "SUZUKI WORKS." Same as FACTORY RIDERS use. 4130 chromoloy. GOLD, RED, YELLOW, BLUE.

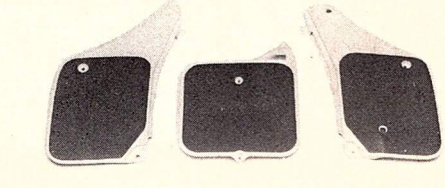
RM'S AND PE'S (all yrs) $26.95



SHIFT LEVERS

GENUINE SUZUKI replacement levers.

RM 80 (all yrs)	$13.95
RM 100/125 (1975-80)	15.25
RM 125 (1981-88)	22.25
RM 250/370/400 (1976-83)	14.25
RM 250 (1984-88)	22.25
PE 175/250/400 (all yrs)	14.25



NUMBER PLATES SIDE PANELS

ORIGINAL EQUIPMENT. Designed to fit each year and model. BOLTS RIGHT ON. GENUINE SUZUKI.

FRONT NUMBER PLATE

RM 80/100/125 (all yrs)	$12.95
RM 250/370/400 (all yrs)	13.95
PE 175/250/400 (all yrs)	12.95

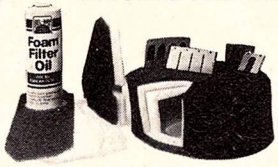
SIDE PANELS

RM 80 (all yrs)	$18.95 ea.
RM 100 (all yrs)	23.15 ea.
RM 125/250/370/400 (1975-85)	21.95 ea.
RM 125/250 (1986-88)	19.95 ea.
PE 175/250/400 (all yrs)	21.95 ea.

Please indicate right or left panel

New

MAC's PHASE III RACING FILTERS.



NEW IMPROVED dual stage foam air RACING filters, specially designed for RM'S & PE'S.
- Hi air flow • Superior dirt stopping ability.
- Proven effective in NATIONAL & INTER-NATIONAL MOTO-CROSS RACING.

MORE FLOW = MORE POWER

RM 80 (all yrs) (special cage)	$14.95
RM 100/125/250/370/400 (1978-80)	12.95
RM 125/250/465/500 (1981-83)	11.95
RM 125/250 (1984-88)	14.95
PE 175/250/400 (all yrs)	12.95
BEL-RAY FOAM AIR FILTER OIL	2.95

BOYSEN DUAL STAGE RACING REEDS

BOLT ON HORSEPOWER

RM 80 (all yrs)	$10.95
RM 100/125 (1976-81)	12.95
RM 125 (1982-83) & (1987-88)	25.95
RM 125 (1984-86)	12.95
RM 370/400 (all yrs)	13.95
RM 250/465/500 (1981-88)	29.95
PE 175/250/400 (all yrs)	13.95

SEAT COVERS

MAC. SEAT COVERS

Finest quality, fits your RM exactly.
RM'S (all yrs) $18.95

MAC. SAFETY SEAT KIT

Consists of foam seat structure & seat cover.
RM 125/250/465/500 (1981-88) . $39.95
Govers available in blue or black.

MAC TANK COVERS, protects your bike's good looks with a skin tight fit.

RM 80/125/250/465/500 (1981-86) $19.95

CRANK MAIN BEARING AND SEAL KIT

GENUINE SUZUKI FACTORY PARTS. Consists of two Suzuki's NEW IMPROVED main bearings, two crank seals and "O" ring when indicated.

RM 80 (all yrs)	$27.25
RM 100/125 (all yrs)	32.25
RM 250 (all yrs)	33.95
RM 370/400 (all yrs)	38.75
PE 175/250/400 (all yrs)	32.95

CYLINDERS GENUINE SUZUKI

RM 80 (1976-88)	$124.85
RM 100 (all yrs)	144.85
RM 125 (1975-80)	170.80
RM 125 (1981-86)	141.95
RM 125 (1987-88)	165.75
RM 250 (1976-81)	199.75
RM 250 (1982-88)	173.95
RM 370/400 (1976-80)	241.90
PE 175 (all yrs)	185.35
PE 250 /400 (all yrs)	228.50

GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to rebuild your cycle.

RM 80/100 (1976-82)	$13.95
RM 80 (1983-88)	17.95
RM 125 (1975-80)	14.25
RM 125 (1981-85)	18.40
RM 125 (1986)	22.25
RM 125 (1987-88)	27.25
RM 250/370/400 (1976-85)	18.80
RM 250 (1986-88)	24.50
PE 175/250/400 (all yrs)	17.95

CLYMER SERVICE MANUALS

Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

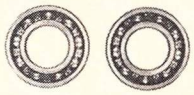
RM SERIES (1975-81) TWIN SHOCK	$13.95
RM SERIES (1981-84) RM 125 thru RM 500 SINGLE SHOCK	$13.95
PE 175/250/400 (1977-80)	13.95

KICK START LEVERS GENUINE SUZUKI

RM 80 (all yrs)	$21.50
RM 100/125 (all yrs)	39.95
RM 250/370/400 (all yrs)	41.95
PE 175/250/400 (all yrs)	39.95

WHEEL BEARING KIT

The best FACTORY bearings you can buy.



FRONT

RM 80/100 (1976/83)	$12.75 pr.
RM 80 (1984-88)	15.75 pr.
RM 125/250 (1975-83)	13.50 pr.
RM 125/250 (1984)	19.25 pr.
RM 125/250 (1985-88)	13.50 pr.
RM 370/400 (all yrs)	12.95 pr.
PE 175/250/400 (all yrs)	12.95 pr.

REAR

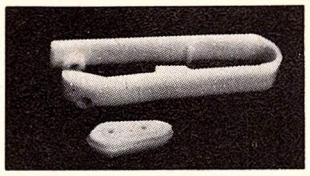
RM 80/100 (all yrs)	$14.25 pr.
RM 125 (all yrs)	13.95 pr.
RM 250/370/400 (1976-83)	15.40 pr.
RM 250 (1984-88)	16.50 pr.
PE 175/250/400 (all yrs)	15.40 pr.

STATOR PLATE ASSEMBLY

GENUINE SUZUKI FACTORY ASSY.

RM 80 (all yrs)	$ 83.95
RM 100 (all yrs)	114.95
RM 125 (1976-78)	121.15
RM 125 (1979-88)	95.85
RM 250 (1976-81)	89.85
RM 250 (1982-88)	99.45
RM 370/400 (1976-80)	115.10
PE 175/250/400 (all yrs)	89.95

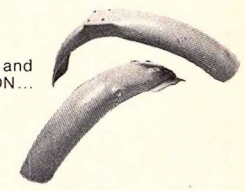
CHAIN BUFFER SET



Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on year and model.

RM 80 (all yrs)	$12.95
RM 100 (all yrs)	17.50
RM 125/250/370/400 (1975-79)	11.95
RM 125/250/400 (1980-88)	17.95
PE 175/250/400 (all yrs)	15.50

FENDERS



ORIGINAL...STOCK. Fit perfectly for each year and model. NO DRILLING HOLES. BOLTS RIGHT ON... TEAM SUZUKI COLOR.

FRONT

RM 80 (all yrs)	$29.95
RM 100/125/250 (1975-79)	41.95
RM 125/250 (1980-88)	35.95
RM 370/400 (all yrs)	41.95
PE 175/250/400 (all yrs)	41.95

REAR

RM 80 (all yrs)	$25.95
RM 125/250 (all yrs)	31.95
RM 100/370/400 (all yrs)	42.95
PE 175/250/400 (all yrs)	45.95

BRAKE SHOES

GENUINE SUZUKI...same as used by the FACTORY TEAM. You can't buy any better.

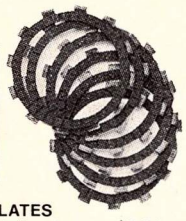
FRONT

RM 80/100 (all yrs)	$ 9.95 pr.
RM 125 (1975-84)	11.95 pr.
RM 250 (1976-84)	13.95 pr.
RM 370/400/465/500 (1976-84)	13.95 pr.
PE 175/250/400 (all yrs)	13.95 pr.

REAR

RM 80 (all yrs)	$10.25 pr.
RM 100/125 (all yrs)	11.75 pr.
RM 250/370/400 (1976-80)	16.65 pr.
RM 250 (1981-86)	11.75 pr.
PE 175/250/400 (all yrs)	14.95 pr.

SUZUKI CLUTCH PLATES



FIBER DRIVE PLATES

RM 80/100/125 (all yrs)	$5.50 ea.
RM 250/370/400/465/500 (all yrs)	7.60 ea.
PE 175/250/400 (all yrs)	7.60 ea.

STEEL DRIVEN PLATES

Replace your stock aluminum driven plates with SUZUKI STEEL OPTIONAL ones. Gain MORE POWER. They grab harder and last much longer. The way to go for AGGRESSIVE RIDERS.

RM 100/125 (all yrs)	$5.95 ea.

SPROCKETS...CHAIN

BLACK LIGHTNING RACING SPROCKETS

REVOLUTIONARY (NEW) engineering development from MAC. Sprockets for serious off road competition.

COUNTERSHAFT. Made from top grade steel, case hardened, over 60 Rockwell.

RM 80/100/125/250 (all yrs)	$ 9.95
RM 370/400/465/500 (all yrs)	10.95
PE 175/250/400 (all yrs)	11.95

REAR

BLACK LIGHTNING:

ORIGINAL. Hardened alloy, light wt., bullet proof, wears twice as long as any sprocket on the market today.

RM 80 (all yrs)	$29.95
RM 100/125/250 (all yrs)	32.95
RM 370/400/465/500 (all yrs)	35.95
PE 175/250/400 (all yrs)	33.95

BLACK LIGHTNING:

"NEW GROOVE", WORLD'S BEST GROOVED "SELF CLEANING" REAR SPROCKET.

You've seen the rest, now try the BEST • exceptional strength • grooved to shed mud • hardened alloy • light wt. longer lasting.

RM 80 (1981-88)	$32.95
RM 125/250 (1980-88)	35.95

CHAIN

D.I.D. HI-SPEED CHAIN. Pre-stressed, special heat treated for hardness.

THE WINNERS CHOICE

RM 80 (all yrs)	$22.95
RM 100/125 (1975-79)	26.95

DIAMOND CHAIN. As hard as its name, the chain used by racers demanding the best.

RM 125/250 (1980-88)	$35.95
RM 370/400/465/500 (all yrs)	36.95
PE 175/250/400 (all yrs)	35.95

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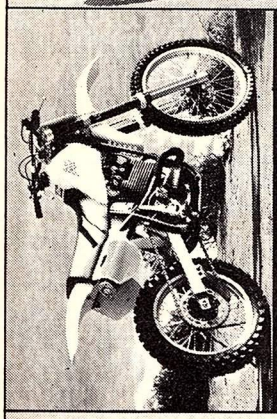

WINDOW-SHOPPING

MXA's 1988 BIKE BUYER'S HANDBOOK

PRICES YOU'LL LIKE

A GUIDE TO LEFTOVER BIKES

• Someone mentions leftovers and you probably have visions of green mashed potatoes sitting in the back of the refrigerator. When it comes to motorcycles, however, leftovers from the previous year's inventory are called *non-currents,* and they offer bike buyers real bargains. With the '88 models getting prime attention, shops are willing to offer brand-new models from previous years at sizable savings. The chart below will give you an idea of which models are still available. You should ask your dealer about non-currents, even if you don't see them on the floor. If he doesn't have a particular model, he can check the factory warehouse and other dealers for you. •

REMAINING PREVIOUS YEAR'S MODELS

	1987	1986	1985
SUZUKI 80cc	(H) $1299	(G) $1299	(F) $1149
125cc	(H) 2399	(G) 2399	(F) 2099
250cc	(H) 2899	(G) 2899	(F) 2649
YAMAHA 50cc	(T) $ 649	(S) $ 619	Sold out
80cc	(T) 1199	(S) 1023	Sold out
125cc	(T) 2299	(S) 2149	Sold out
250cc	(T) 2899	(S) 2472	$2499
490cc	(T) 2949	Sold out	N/A
KAWASAKI 60cc	(B3) $1049	N/A	N/A
80cc	(G2) 1199	(G1) $1199	N/A
125cc	2299	(E1) 2199	N/A
250cc	Sold out	Sold out	N/A
500cc	2999	(B2) 2949	N/A

How to make the most of your hard-earned sawbuck

By Greg Barbacovi

☐ The guessing is over now, as the major factories have unveiled their 1988 models. A quick look shows that cartridge forks and disc brakes are the rage this season, and yes, prices have gone up again. Gone are the days of the $1000 racer, as even the tiny Kawasaki KX60 now retails for $1099. Have you won the California lottery yet? If so, check out the big ATK 560, which retails for $5796.

The *MXA* wrecking crew is determined to come up with ways to help you get the most value for your dollar. Keep a close eye on the 1988 tests and shootouts in each issue to aid you in buying. And when you're ready to buy, your negotiating skills will be enhanced enough to make the salesman sweat. You may not need a new bike this season to be competitive, but if you do, you'll find the following information valuable.

THE HARD NUMBERS

1988 SUGGESTED RETAIL PRICE LIST

ATK	
250cc	$3465
406cc	3565
560cc	5796
HONDA	
CR80	$1598
CR125	2598
CR250	3098
CR500	3198
KAWASAKI	
KX60	$1099
KX80-L1	1299
KX80-N1	1399
KX125	2399
KX250	2999
KX500	3149
KTM	
80MX	$1809
125MX	2609
250MX	3589
500MX	3689
SUZUKI	
(prices estimated seven percent over 1987 figures)	
RM80	$1364
RM125	2418
RM250	3044
YAMAHA	
(Not available)	

DG JT RACING

Torque Center's Got It.

Ask the Experts

WE STOCK EVERYTHING!

O'NEAL ANSWER

AXO SPORT MOTO-X FOX

The $99.95 Special

ANSWER, O'NEAL & FOX
PANTS, JERSEYS AND GLOVES
JT, AXO, ANSWER & SINISALO packages from $109.95

FOX COMP-2 BOOTS, '87 STYLE Blue or white ..... 169.95 Free socks	GEAR BAGS ..... from 29.95	FOX ROOST 2 ..... 84.95
AXO TURBO BOOTS ..... 134.95 Free socks	ANSWER PRODUCTS ..... in stock '87 Trick Stuff	BULLET BOOTS IN STOCK
O'NEAL BOOTS ..... from 99.95 Free socks	AXO PRODUCTS ..... in stock	ELBOW GUARDS ..... in stock
FOX DIRT BOOTS ..... 99.95 Free socks	AXO SUPER PLUS JERSEY ... 34.95	O'NEAL ROK-BLOK 89.95
HI-POINT BOOTS ..... 159.95 Free socks	MX PANTS ..... from 59.95	TURBO PLUS BOOTS IN STOCK
SIDI CARLA BOOTS ..... 149.95 SIDI CYCLONE BOOTS ..... 129.95 Free socks	O'NEAL PANTS ..... from 79.95	JT V4000, V3000, V2000, V1000, V500, S-1 SINISALO, FLAK 2 and more ..... from 24.95
HI-POINT BOOTS ..... 109.95 BABY VICTORY SZ. 1-7 Free socks	GOLD BELT, AXO BELT or FOX BELT ..... from 18.49	JT HELMETS ..... in stock
FOX PAWTECTOR GLOVES ... 22.95	JERSEYS—OVER 1000 IN STOCK. Name & number printed free on charge-card orders only ..... from 14.95	ANSWER A-TECH 109.95
JT FLEXON GLOVES 34.95	HANDGUARDS ..... from 19.95	MOTO 3 ..... 129.95 MOTO 4 ..... 149.95 Before ordering, measure your head 1" above the eyebrows and around the largest part of your head.
AXO SERIES 29 GLOVES ..... 29.95 Free hand gloves	PLASTICS PACKAGE ..... 59.95 Front & rear fenders & side panels	ARAI MX80V PRO TRI-COLOR 179.95 ARAI MX80V PRO PLAIN 159.95
SCOTT 89 GOGGLES ..... 18.95 Free lens	MALCOLM SMITH GORE-TEX JACKETS ..... from 99.95	SHOEI HELMETS ..... from 69.95
OAKLEY GOGGLES ..... from 16.95 All Oakley trick products	Gore-Tex pants ..... in stock	CROWN HELMETS '87 and Fiberglass ..... from 59.95
SMITH TURBO GOGGLES 52.95	BEL-RAY, PJ1 ..... case prices Golden Spectro, Maxima & more	RENTHAL HANDLEBARS ..... 39.95 Free grips
LIFE'S A BEACH IN STOCK	PSI PIPES ..... in stock DMC, RPS & Answer Silencers	CHAIN & SPROCKET KITS . from 49.95
SMITH ROLL OFFS ..... from 19.95 Free extra roll	DISC GUARDS: Maier, RPS & DeVol	DUNLOP K595 & K990 ..... in stock
	BOYESEN REEDS ..... in stock	METZELER TIRE ..... call for prices
	PACKAGE PRICES ON ANY ITEMS	BRUSH GUARDS ..... from 39.95

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- WE ACCEPT MASTERCARD, VISA, AMERICAN EXPRESS & DISCOVER
- C.O.D. ALSO AVAILABLE

BIKE BUYER'S HANDBOOK

The racer's edge: Trophies mean the shop values racers. If you race often enough, show a positive attitude, and place well, then discounts or even a sponsorship are possible.

Take your time: Read the owner's manual before you go to the track with your new machine, and follow break-in procedures. There's no need to wind out the top end on your very first lap.

DO SALESMEN SWEAT?

HOW TO OUTSMART THE SALESMEN

• Think back to the last time you bought a new bike. Were you satisfied with your deal? Most of us will do almost anything to pay as little as possible, and that's where *MXA's* buyer's tips should come in handy. We talked with a lot of salesmen, shop owners, and frequent buyers to try to identify exactly how you can get a better deal than last year.

WHO'S THE BOSS?

One of the biggest steps you can make toward your best possible deal is to eliminate the middleman Larger shops hire salespeople who can only relay the decisions of a sales manager. If your salesman leaves you in some small room and keeps leaving to check with the boss, you're dealing with a middleman, and paying his commission, as well. Don't.

WHERE ARE THE BUCKS?

You will feel more confident, and be in a better position to bargain if you're prepared to buy *today* with a sizable down payment. Dealers like to see cash, but not too much of it, as they also make money from financing your loan. A pure cash deal is nice, but it's rare among racers who have enough trouble saving money for next week's entry fee. Instead, offer 25 to 40 percent of the price down, and reduce your monthly payments to something you know you can afford. Large down payments show that you are a serious buyer, and can overcome almost any bad marks on your credit application.

BITE YOUR INCOME

Before getting down to price, make sure the dealer knows you're willing to become a walking billboard for his shop at the local races, but when bargaining over the cost of the bike, let him do the talking. His job is to make you a deal you like. Your only function is to either accept his terms or point out that the deal "isn't good enough."

BRING A FRIEND

Salesmen can be tough. Bring your girlfriend, racing buddy, anybody you can lean on for emotional support. A friend can help you say no, even when you feel ready to buy. Salesmen are very experienced at wearing down a customer but have a much tougher time convincing two people that they are getting the best possible deal. Don't buy alone.

KNOW WHAT YOU WANT

If you walk into a showroom and know the exact model and bike size you want, you can begin to bargain pretty quickly, and with better focus. Cruise the pits of your local track before going anywhere near the shop, and talk with people who already own the bike or bikes you are considering. Where did they get their deal, and how well does the bike work?

LOOK AROUND THE SHOP

Be sure to politely remind the salesman that you plan on spending a lot of money in his shop in the next few months if he can offer the right deal. Does the service department repair and tune your model? Does the service desk stock the parts you will need? Are the accessories you want on sale in the shop, or will you have to hunt for them? The dealer is investing in your business, and your business is valuable.

SLEEP ON IT

Don't be afraid to postpone your decision until the next morning if you need to. While negotiating over price, the salesman asked you to trust him. He has to return the courtesy. Visit your parents or a racing buddy and compare deals, but live up to your word and call back either way the next morning. With any luck, you're ready to look at a contract.

LOOK BEFORE YOU LEAP

Once you sign the sales contract, you are bound to anything it says. Read every word, verify all costs and fees, and ask questions! Hidden fees, such as documentation and dealer prep, are unfair to spring on you at this late date. The dealer's warranty policy should also be confirmed now. Although two-stroke competition dirt bikes are sold "as is" dealers are willing to repair obvious flaws, as long as you follow the break-in procedure outlined in the owner's manual. Each shop has its own specific policy—understand it before you sign. It is illegal to sell a product that doesn't work—so no new machines are sold "as is." A warranty is always included.

So now you have your dream machine. Don't forget the promises you made in the showroom about promoting the shop. Wear their jersey, list them as a sponsor, and tell your friends. After all, you got a better deal than last year! •

Look so Fast, you don't need a bike.

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riding for fun

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Pro Series jerseys 15.95/Stage-One pants 79.95/Trim Fit II boots 169.95

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BIKE BUYER'S HANDBOOK

Great leftovers: Keep your eyes open for killer deals on brand-new non-current models. It doesn't have to be this year's model to win races. ►

Buy the whole shop: Safety equipment doesn't last forever. You want your shop to carry the kind of gear you'll need.

MAKING THE PAYMENTS EASIER

TIPS ON FINANCING YOUR NEW SCOOT

• *Financing* is a word that tends to frighten people who are not familiar with how it works. Right now, new bike buyers are in a great position to strike a good deal for a loan, if they are willing to invest the time to check out all the options available. *MXA* has found that motorcycle dealers are nearly bending over backwards to help arrange comfortable financing terms. Here are some tips to remember when looking for someone to loan you the cash for a new machine.

BE PREPARED

Start your search at the shop you plan to buy from. Their credit application will require information on your employment and credit history. Dealers recommend that buyers bring a payroll stub, two or three credit cards, and a letter of reference from their boss. By having these items, the dealer has everything he needs to gain the bank's approval. Bike shops enjoy close relationships with lenders, so a positive attitude and accurate information make the dealer more willing to fight for your approval. Once his bank approves your application, he will offer you figures for a down payment (usually ten percent of the bike's cost), monthly installments, term of the loan (two years is common), and a rate of interest. Many buyers simply accept those terms, but your work has just begun!

YOU BETTER SHOP AROUND

Now that you have an offer, shop around town. If you or your parents work for a large company, you may be eligible to join a credit union. They tend to offer some of the lowest interest rates available. Talk to your own bank and see if it can offer you a better deal. Perhaps you are willing to swap a higher down payment for a lower interest rate. Today's bike buyer is free to shop around among many options, including a new development—factory financing.

MOVE OVER, IACOCCA

Just this year, Honda and Suzuki have started "in-house" financing programs. Although not yet available in all areas, factory financing means interest rates around 16 percent are possible. It also means your dealer has more influence over whether or not your loan is approved.

WHEN ALL ELSE FAILS

If after these tips you still find yourself without a comfortable deal, remember that you can "piggy-back" on your parents' or other adult homeowner's good credit by having them co-sign your loan. You get to take advantage of their good credit (while building your own) as long as they promise to pay off the debt should anything happen to you.

NOW GO DO IT!

Credit unions, finance companies, banks, and even the factories themselves are willing to help finance a new bike. A responsible attitude, a sizable down payment and your willingness to shop around for interest rates mean that new iron is a lot closer than you might have thought. •

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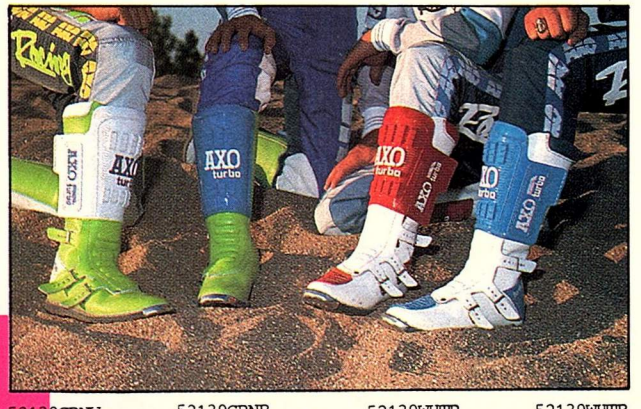

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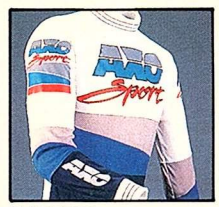
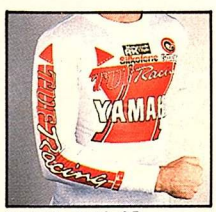

54PLUB

54PLUR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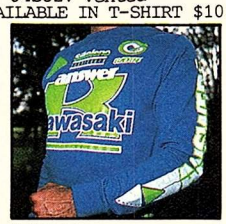
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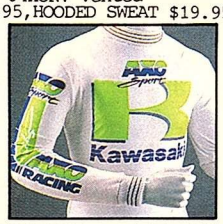
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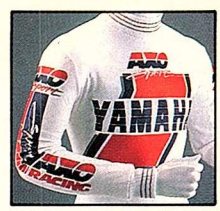
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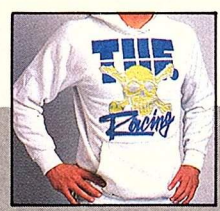
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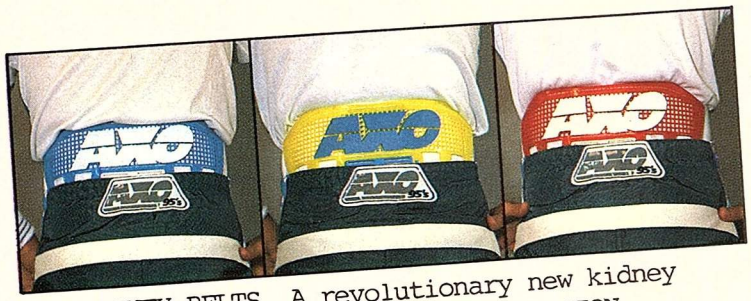

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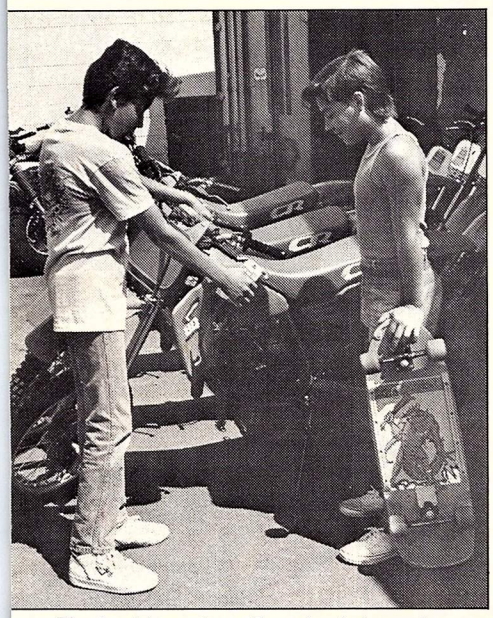
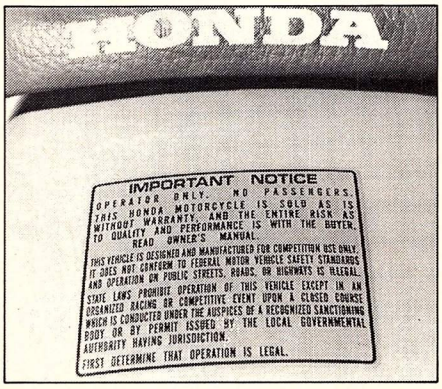
6. ALL prices in this add are subjected to change WITHOUT NOTICE !

BIKE BUYER'S HANDBOOK

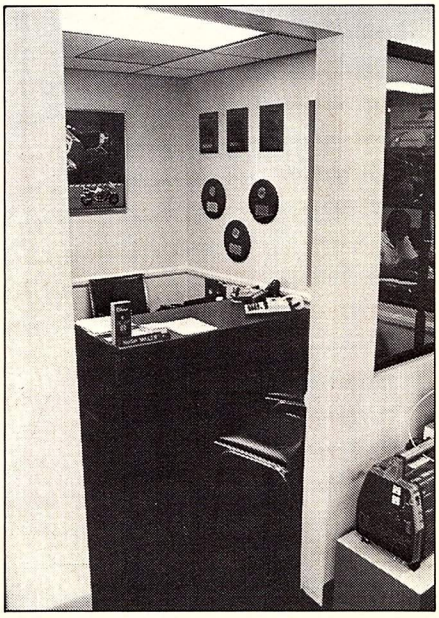


The buddy system: Everybody loves to own something new. By bringing a friend along you might keep from buying something you really don't want anyway.



As-is paranoia: Don't let this sticker scare you. If you follow normal break-in procedures, your dealer will guarantee to make your engine work properly.

The Karl Malden way: Financing a new bike can be as close as your credit card. Better deals can be found though, at your bank, credit union, or maybe even the factory itself!



The salesman's office: These little rooms are great for privacy, but usually mean that you're dealing with a middleman. Find the decision maker to get the best deal.

The bottom line: Double check all the figures on your sales agreement before you sign it. Your signature means you promise to pay for whatever is written on the contract.

KEEP IT NEW LONGER

10 WAYS TO BREAK IN YOUR NEW BIKE

• Everybody loves to ride a brand-new bike. By taking a few simple steps before your first race, your bike will feel brand new a lot longer. These ten steps have proven to make machines last longer.

1. Read the owner's manual. Factory engineers spend long hours agonizing over what goes into that book. Trust their advice.

2. Drain the carb float bowl and gas tank. Flush to remove scum or varnish and install a fuel filter.

3. Check rim locks, spokes, axles and tire pressure (12 to 14 pounds).

4. Adjust the clutch with 1/4-inch of freeplay in the lever to avoid burning it up.

5. Tighten hose clamps on shock reservoir and water lines.

6. Clean disc brake and pad with a disc cleaner or contact cleaner before your first ride.

7. Spend the first ten minutes of riding time rolling the throttle on and off. Ride on flat terrain. Avoid high rpm or bogging.

8. Allow the bike to cool after the first ten minutes and use the time to inspect the spark plug for proper jetting. Visually check clamps, bolts and spokes.

9. Drain tranny oil after 30 minutes of riding to flush gearbox flashing, clutch-plate sediment and stock fish oil.

10. Finish off your first tank of gas without winding out the top end. Check water level and shock oil. Then refuel and go win some races! •

EXCUSES, EXCUSES

10 REASONS TO BUY A NEW BIKE

• Rolling a brand-new motorcycle out of the back of your pickup truck is a real joy. But some of us need to consult with another party before receiving permission to buy. If you need to convince your wife, girlfriend, or the ultimate authority. . . Mom, of your need for new wheels, look over this list of reasons to buy a new bike:

1. Because next year they'll cost even more.

2. Because you're tired of racing in the Vintage class.

3. Because you ran out of duct tape to hold the frame together.

4. Because all your friends got new bikes.

5. Because you just found $2000 in the cookie jar and you have to spend it before the IRS gets it.

6. Because Zundapp parts are becoming hard to find.

7. Because you won a new pair of tie-downs at last week's race and hate to waste them on your old bike.

8. Because you're sick and tired of people walking up to you on the line and asking, "Think she's gonna start?"

9. Because every time you buy a new bike, you have a sudden urge to go to Hawaii (this excuse works well on wives and girlfriends).

10. Because you want to. •□

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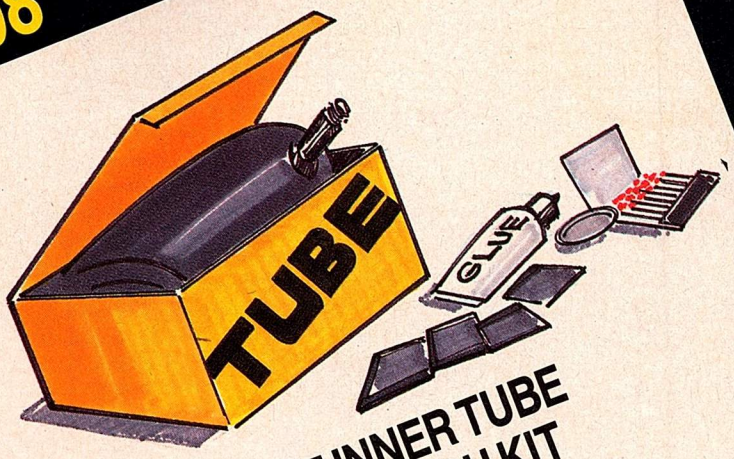
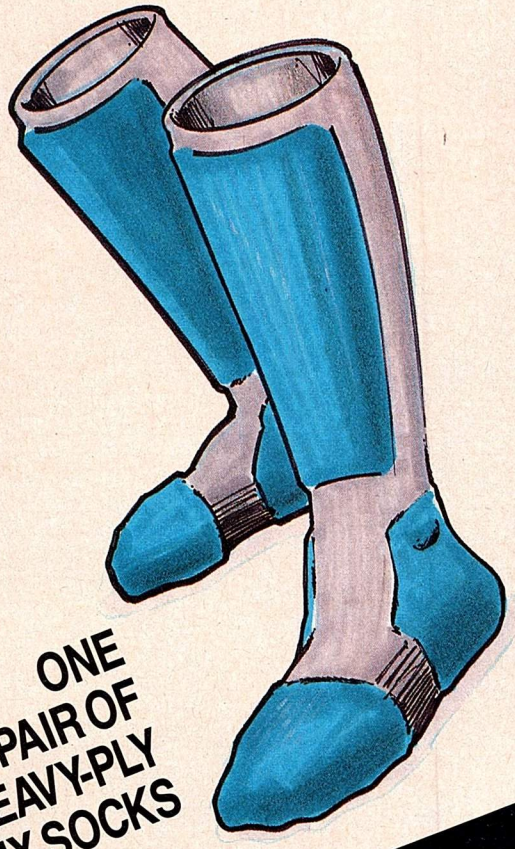


ONE INNER TUBE AND PATCH KIT



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USE THE DISCOUNT COUPONS ON THE POSTAGE-PAID ENVELOPE TO GIVE AND GET THIS WINNER!

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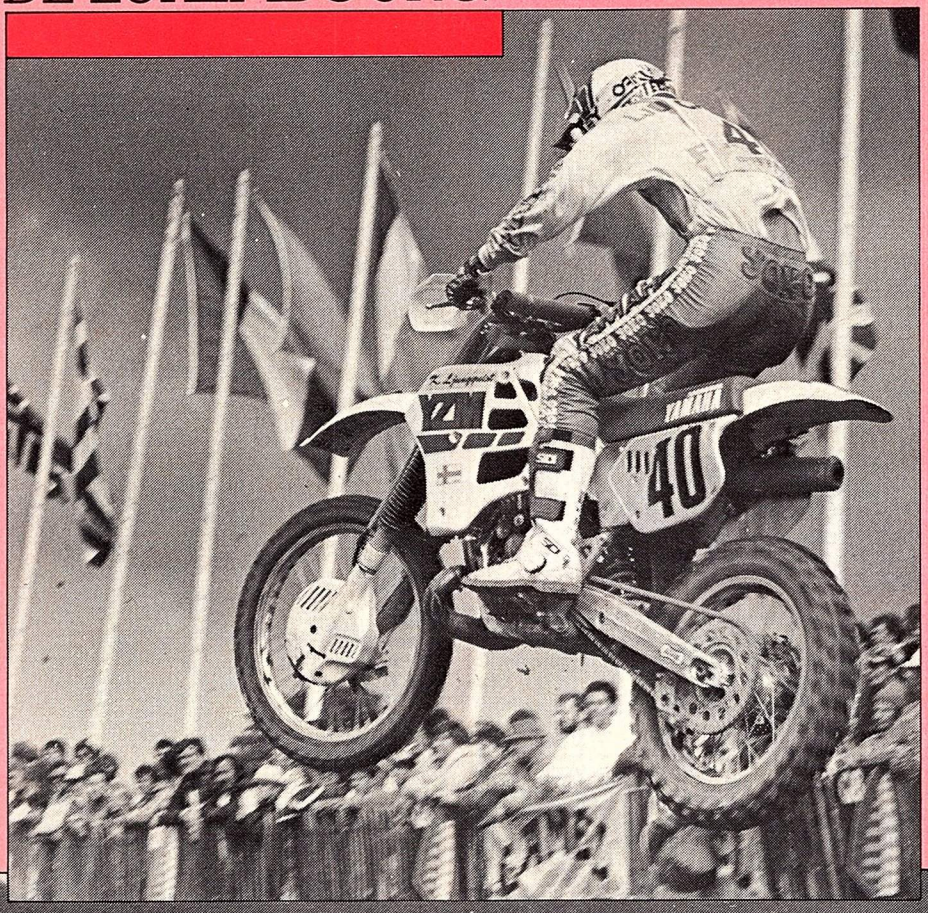
500 GRAND PRIZ DE LUXEMBOURG

THE HOLE IN-THE-FENCE GANG

Nicoll gives Jobe the World Championship in spectacular fashion

By Luc Verbeke



Flags of the nations: Finland's Kurt Ljungvist has had a great season on the aluminum-framed YZM500 Yamaha. Ljungvist was given the ride when Jacky Vimond was unable to ride: Ljungvist will get to keep it in 1988.

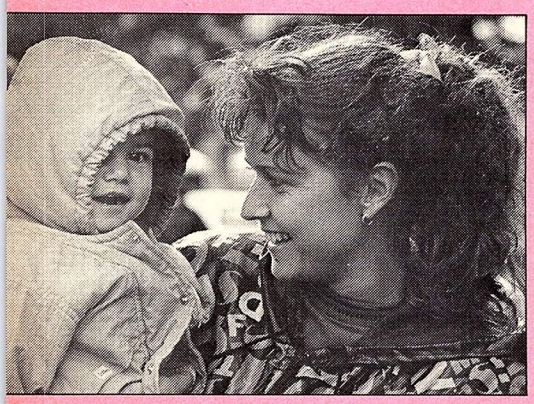
Charge of the Luxembourg brigade: Kees Van der Ven (5) won his first 500 GP of 1987, but KTM's third victory, after nabbing the holeshot ahead of Georges Jobe (4), Kurt Ljungvist (40) and Mervyn Anstie (53). Anstie turned in a phenomenal third place in the first moto.

◄ World's first: Georges Jobe (4) is the first privateer to win the 500 World Championship. Georges now has two 250 Championships and a 500 World Crown. Will he go for the 125 sweep?

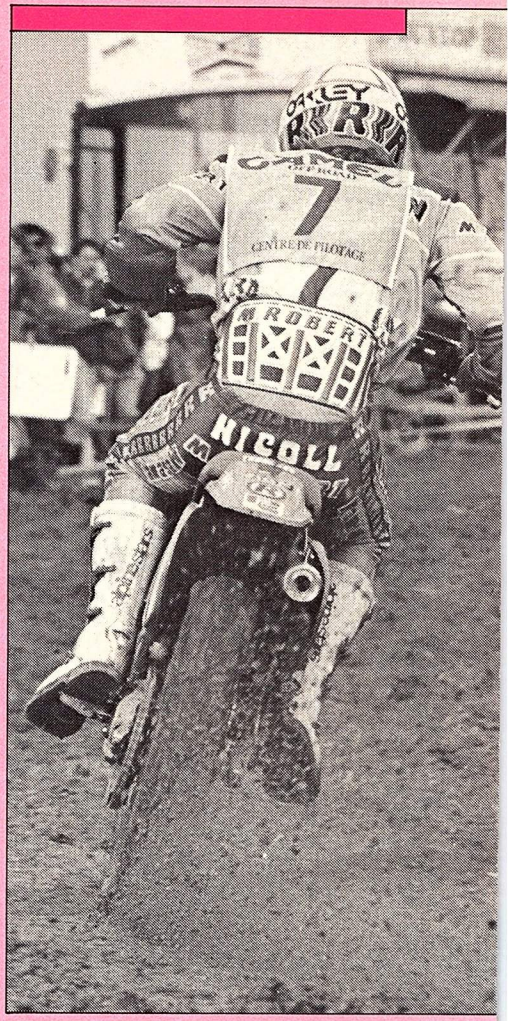
LUXEMBOURG

Slip-sliding away: Jean-Claude Lacquaye (27) and Etienne Jaemers (30) gingerly descend a Kohlenberg, Luxembourg, hillside during the 500 Grand Prix. After a dusty practice day on Saturday, a downpour drenched the hilly track.

Throngs of well wishers: In a nightmare finish, the partisan crowd mobbed Georges Jobe when his fifth place in the first moto clinched the 500 World Championship. In the melee, Leif Persson and Johan Martens collided into the spectators, but were uninjured.



Family man: Georges Jobe's wife Fabienne and daughter Maite celebrate the 1987 World title. Georges is the tenth Belgian to win the 500 Crown, Belgium's 26th World title in all classes, and he did it exactly 30 years after Rene Baeten won the first 500 Championship.



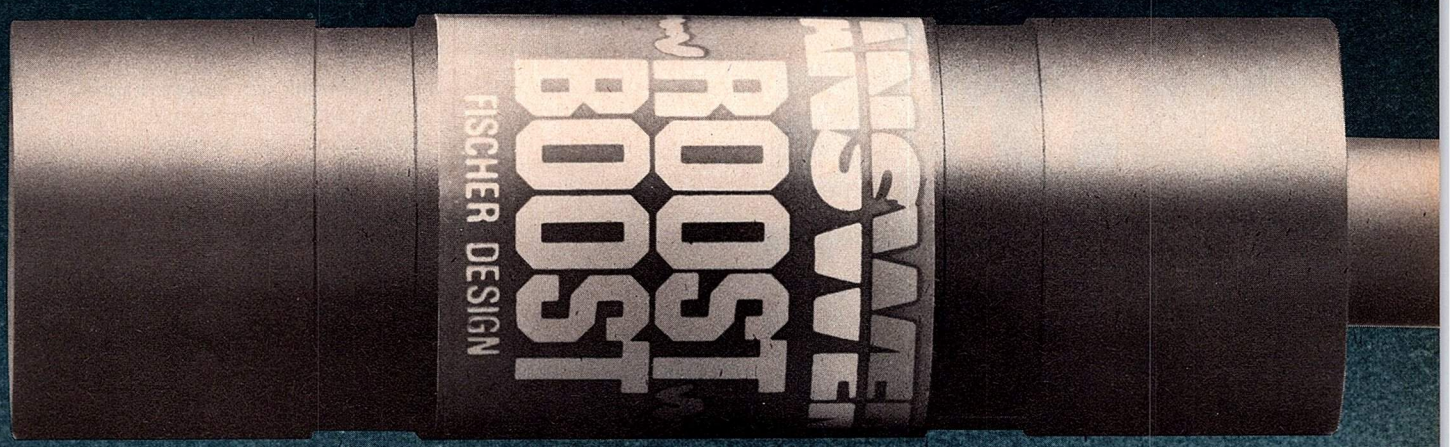
Long shot: Going into Luxembourg, Kurt Nicoll had a slim mathematical chance of winning the 500 Championship, but that ended at the start of the first moto when Billy Liles and the Brit tangled, careening through the first-turn fencing. Nicoll's radiators broke off.

Pin stripes: The latest Euro rage is pin-striped seat covers. Jacky Martens took this seersucker model to an 8-7 day. Jacky won the Swedish GP two weeks before. ►

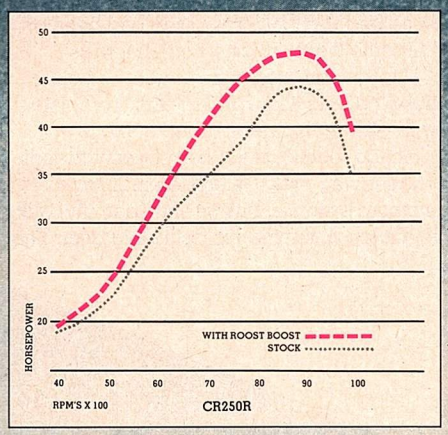
RESULTS: LUXEMBOURG
500 GRAND PRIX

1.	Kees Van der Ven (1-2)	KTM
2.	Kurt Ljungqvist (2-3)	Yam
3.	Georges Jobe (5-4)	Hon
4.	Leif Persson (6-6)	Yam
5.	Heinz Kinigadner (9-5)	KTM
6.	Mervyn Anstie (3-13)	Kaw
7.	Jacky Martens (8-7)	KTM
8.	Johan Martens (7-11)	Kaw
9.	Claudio DiCarli (11-9)	Kaw
10.	Patrick Fura (10-12)	Hon

NO PAIN GAIN



ANSWER ROOST BOOST... BOLT ON PERFORMANCE



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The **ROOST BOOST** is designed specifically to fit your individual machine. All wires are color coded and connectors are matched to your model. There is no cutting, soldering, or machining necessary; it is supplied with detailed instructions to plug right into your existing ignition system to give you **"WORKS"** performance.

The **ROOST BOOST** is the easy **"NO PAIN"** alternative to getting increased performance from your machine! You no longer need to have your motor torn down for weeks on end, or send away for expensive after-market replacement components.

Answer Roost Boost, all the gain without pain

ANSWER RADICAL ROOST BOOST T-SHIRT OFFER

OUR NEW ROOST RIDER T-SHIRT lets you tell all your friends you got the Boost! This **$12.95** value is yours for a limited time for only **$5.95.**

Just call in and order a **ROOST BOOST** and your **T-SHIRT** at the special price or send in proof of purchase sales receipt for a Roost Boost along with T-Shirt size and we'll send your T-shirt UPS-COD. T-Shirts are aqua blue, and come in sizes Adult S-XL.

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FAST BOYS FROM ILLINOIS

The *MXA* wrecking crew tours the heartland of America

☐ "I knew this was going to happen," complained *MXA's* Larry Brooks. "If they don't find my gear bag, I'm going to be in big trouble. It has my knee brace in it. I need the brace because I strained the joint a few weeks ago in Colorado when I passed Jeff Leisk."

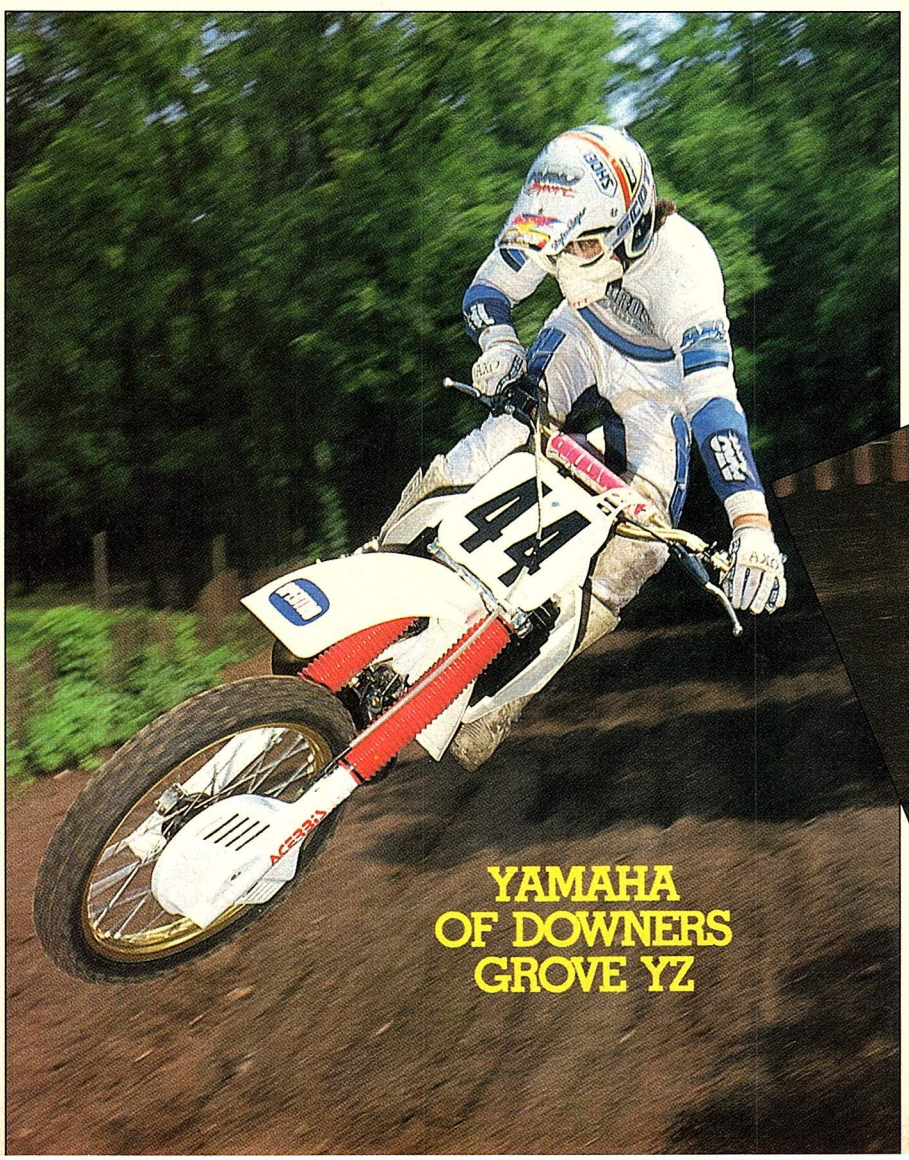
Larry walked over to the baggage-claim service counter while Scott Wallenberg *(Motocross Action's* Advertising Director) and his Illinois buddy Paul Campbell caught up to us at Chicago's O'Hare International Airport.

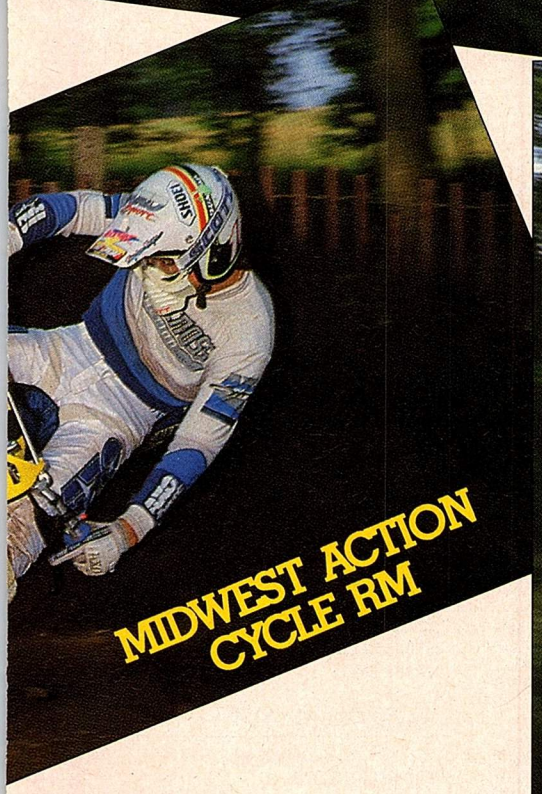
"What's Larry doing?" asked Scott after all the introductions were made.

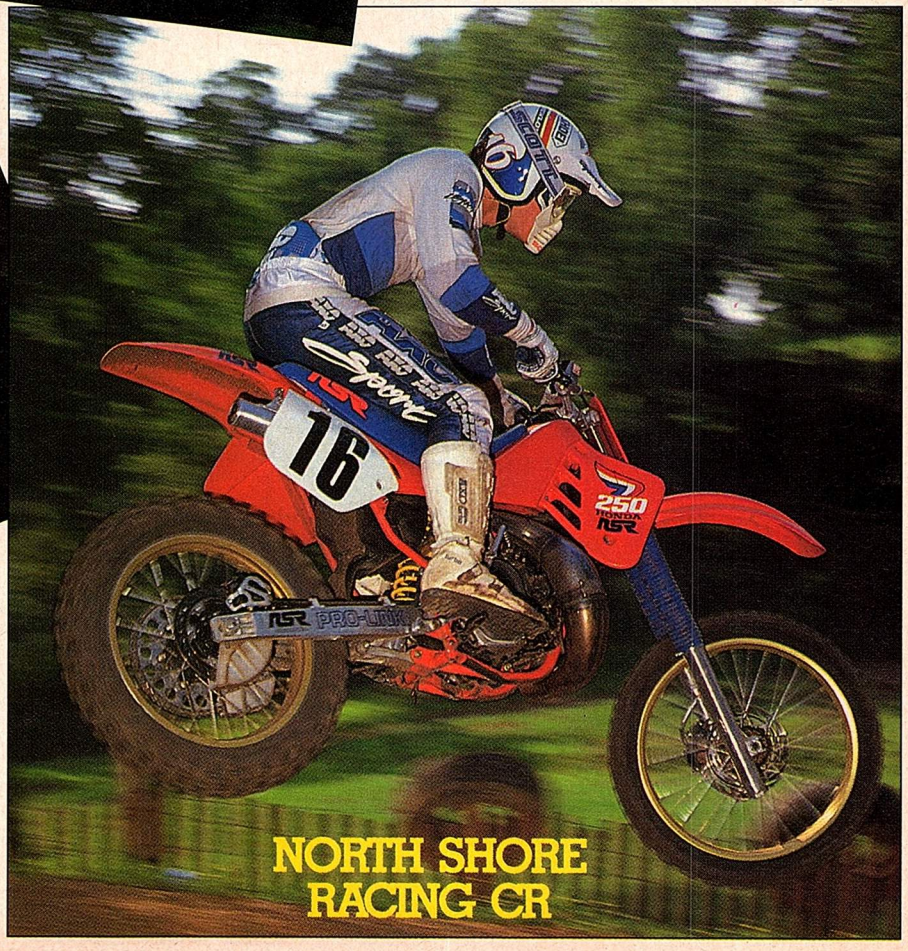
"He's over there trying to get some help tracking down his gear bag and . . ."

"I'll say he's getting help! Look who he's talking to," replied Scott.

Sure enough, there was Larry talking to Miss Teenage California, who had been on the same flight. It turned out that Miss California, dressed in her bright-red outfit from the Miss Teenage Pageant (complete with California banner), had come to Chicago to visit one of her pageant friends. She seemed pretty interested in Larry's motocross stories, but we shuffled him back to the job of finding his lost riding gear. The







gear bag was finally tracked down to being on the next arriving flight. We waited for the flight and picked up the bag before passing the Chicago Transit Authority Subway on our way out of the airport and into the cool Illinois night.

MISSION FAST BOYS

What was the *MXA* wrecking crew doing in Chicago? We had traveled to the Windy City for a free-for-all test session with four of the most notorious Illiniois residents. No, we aren't talking about gangsters, machine guns, Capone's vault, bootlegging or any other illegal activities. Instead, the *MXA* wrecking crew would be hanging out on a race track with motocross luminaries from Tuf Racing, Midwest Action Cycle, Yamaha of Downers Grove and North Shore Honda. Each company had brought out its latest motocross weaponry, along with its sponsored riders. Larry Brooks had flown to Chicago with the *MXA* wrecking crew to lend a hand with testing the bikes.

"What is the track like?" asked Larry while eating two dinner entrees at Houlihan's, located at the Old Orchard Shopping Center in the suburb of Skokie, Illinois.

Scott, who was Illinois' top MXer many moons ago (before Mark Barnett rose to prominence), and spent his teenage years

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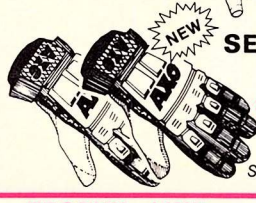

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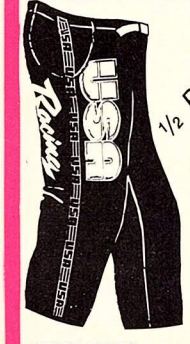

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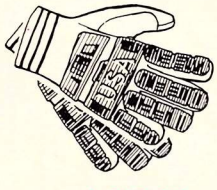

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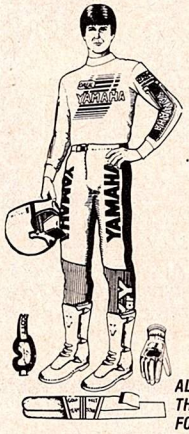

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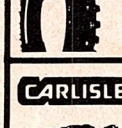

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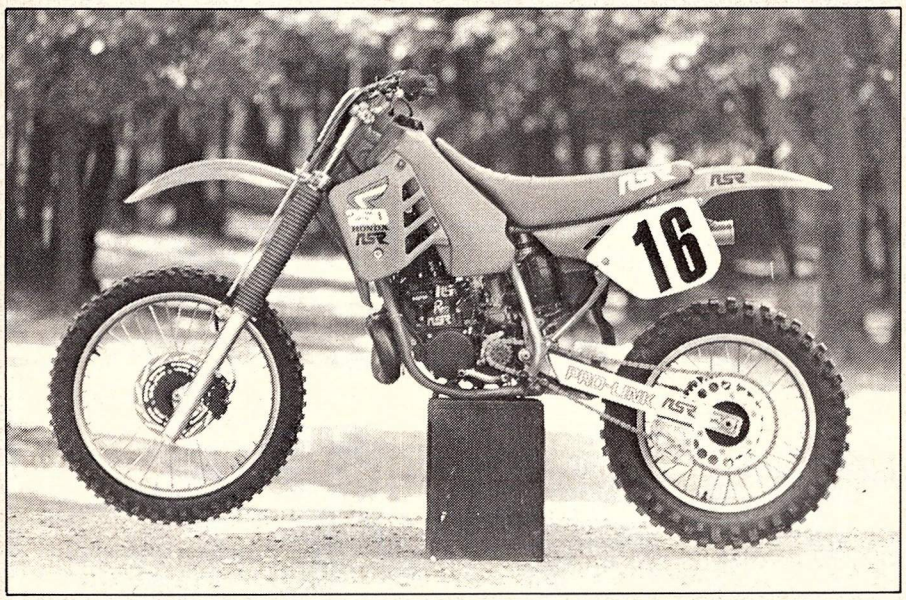
FROM MONTESA VRs TO HONDA CRs

NORTH SHORE HONDA

•North Shore Honda owner Chick Baruffi has been around racing for a long time. "I started racing Formula V and Can-Am cars back in the mid-'60s and then started racing Hare and Hounds and enduros in the mid-'70s. By the time I really got into racing, I was already too old, so I started sponsoring riders. I got into the business with a friend, and we opened a Montesa and Benelli dealership in a small 1200-square-foot building. Then we expanded to Yamahas and Hondas, and now we specialize in Hondas." In 1984 NSR got involved in motocross and the Honda CR Support Program. Chick and race department manager Mike Ruffalo feel strongly about the Honda Support Program. "Honda tries to make a competitive product, and it's important that as a race-oriented shop we have the equipment and the knowledgeable people to back it up. Six or seven years ago I would probably stock only one CR—and ride it myself. But the sport has become so specialized that if you're going to be a race shop, you have to have the bikes and parts available to keep the guys racing—or you shouldn't be a race shop. You have to understand the needs of the motocross rider. We promise to return service work and deliver parts during the week we get the order, so a person can be at the track the next Sunday." •



North Shore CR250R: North Shore Racing produces a strong-running CR250R by flow porting the cylinder, modifying the head, servicing the Honda Power Ports and adding Boyesen reeds ($139.95). Shock mods are available for all Honda shocks from 1982 and up.

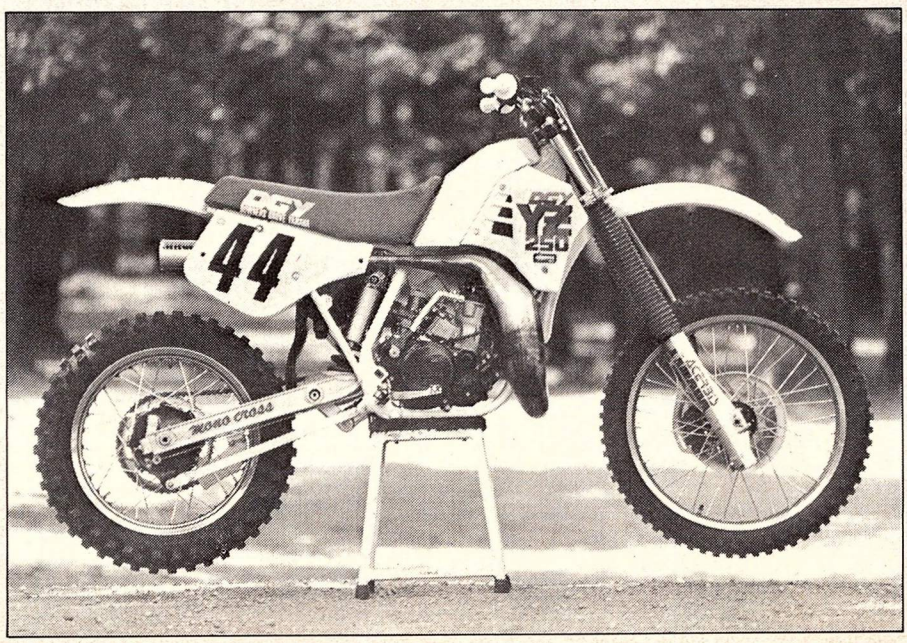
On the pipe: Larry is partial to Honda because that's what he campaigns the Nationals on. The North Shore Honda CR250R was putty in Larry's hands. It roosted.

MAIL-ORDER MADNESS

DOWNERS GROVE YAMAHA

•Downers Grove Yamaha is nationally known as a parts mover, and Rusty Ott is the man in charge. "We started our mail-order business in 1983 and now we're doing a lot of service work through the mail, as well," says Rusty. Rusty keeps things at DGY competitive, because he is a racer himself. "I moved to Illinois in 1977 and started racing a YZ80. In 1979 I turned Pro, and I've been a Yamaha Support Rider since '85. Last year I rode some of Eastern 125 Supercrosses, but I didn't get along well on them. As for Downers Grove, I

Downers Grove Yamaha: Downers Grove Racing flow ports the YZ250 cylinder to Yamaha "Wrench Report" specs, modifies the head and services the power valve ($139.95), adds an FMF pipe ($139.95) and does complete DGY suspension mods on the shock ($125) and forks ($50). ►



TEAM SUZUKI'S OLD HANGOUT

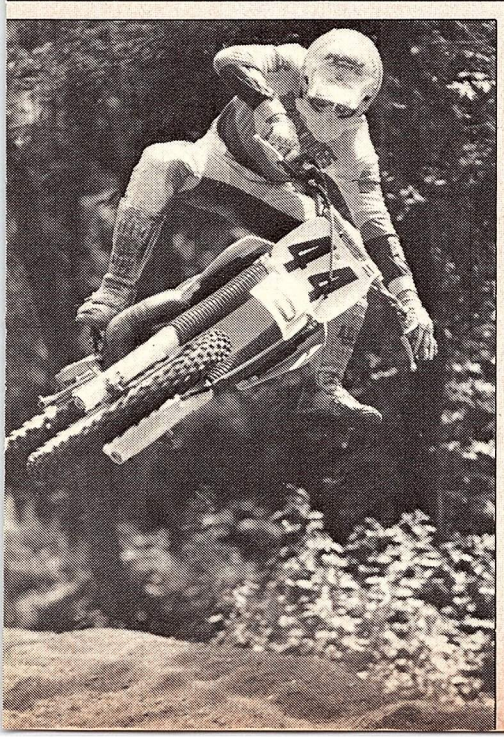
MIDWEST ACTION CYCLE

•A little known fact in motocross happens to be Midwest Action Cycle's most celebrated story. MAC owner Ron Lindsey recounts the tale whereby Bob Hannah dropped by between Nationals in 1978 and saw Midwest's trademark lightning bolts on the company's race bikes. Bob thought it looked cool and decided to use the idea on his helmet and gas tank—and went on to make those lightning bolts the most famous graphic in motocross history! For Ron Lindsey it's just one of the many stories he has on motocross racing in America—and he has plenty, because his Midwest Action Cycle has been involved in the sport since 1972. Ron opened his first shop while he was still in high school and racing a Penton 125. Initially, he concentrated on service work in his machine shop, until he started selling CZs and then later, Suzukis. During Suzuki's dominant days in motocross, MAC was the central stop for the racing team. "In 1977 Danny LaPorte rode a bike we set up, and he would've won the National Championship if Hannah hadn't let Broc by at the last

Midwest Action Suzuki: MAC's RM250 modifications include Stage III porting ($165), Pro Circuit pipe ($148.95), MAC Phase III filter ($14.95), MAC Shorty silencer ($38.50) and Boyesen reeds ($29.95)

In love: MOTOCROSS ACTION's test riders played all day on the MAC Suzukis. Larry said that the MAC RM250 was the fastest Suzuki he'd ever ridden.

National!" Though it has been a while since Suzuki's motocross heyday, Ron's shop has steadily kept growing. "We've been the biggest Suzuki parts dealer in the country for the last six years, and we'll be moving to a bigger location soon. We pulled back on our racing over the last couple of years, because we were into it so heavily for so long that we got burnt out. But we'll be sponsoring a big team next year—we have to be there to help out the sport, because if no one cares about it and puts out the effort, it will disappear." •



started working there in 1983 when it added the Suzuki line. Recently we've started getting into Quads. Jim Swan, the owner, thinks there's a real future there, so he's hoping to expand the current Quad program. Our motocross package racers are really selling well, and we're confident in Yamaha's product. Jim is the president of the Yamaha Dealer Association, so he can always make sure that things are working out well!" Rusty notes that they do more out-of-state mail-order business than over-the-counter business. "I think it has a lot to do with there not being many places to ride in Illinois. We have good tracks, but with nowhere to practice, people only use their bikes on the weekend. I think the state should do something to set aside some land—Illinois needs more motocross activity!" •

◄ Tabled: Larry Brooks cranks the Downers Grove YZ250 over the tabletop. Downers Grove carries a complete stock of Simons, Answer, FMF, PSI and Malcolm Smith products.

honing his motocross skills at Motosports Park in Illinois, sat back and tried to remember the track he hadn't seen in ten years. "It was loamy, always had good jumps, lots of trees and excellent track preparation. I remember the time the rod on my 1977 Maico AW250 snapped in half. The broken rod literally ripped my bike apart as I cartwheeled down the track. Spectators ran out on the track to pick up the pieces while I tried to regain my senses."

After many other motocross war stories, we headed to the hotel and called it a night. Tomorrow would be a long day, plus we had to get up early to meet the Illinois fast boys at 10:00 a.m. sharp.

EAST-COAST LOAM

Motosports Park is a first-class motocross facility located in the shadows of a huge nuclear powerplant in Byron, Illinois. Special membership is required to practice at the oldest motorcycle park in Illinois, but the *MXA* wrecking crew was given a special one-day go-ahead to burn up the track with the FBI.

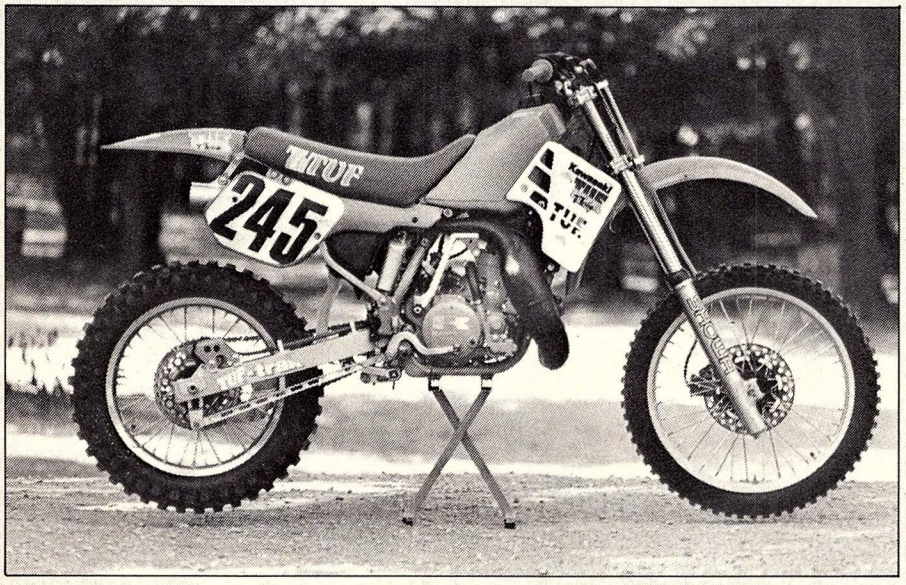
FBI

KAWASAKI'S PRIVATE TEAM

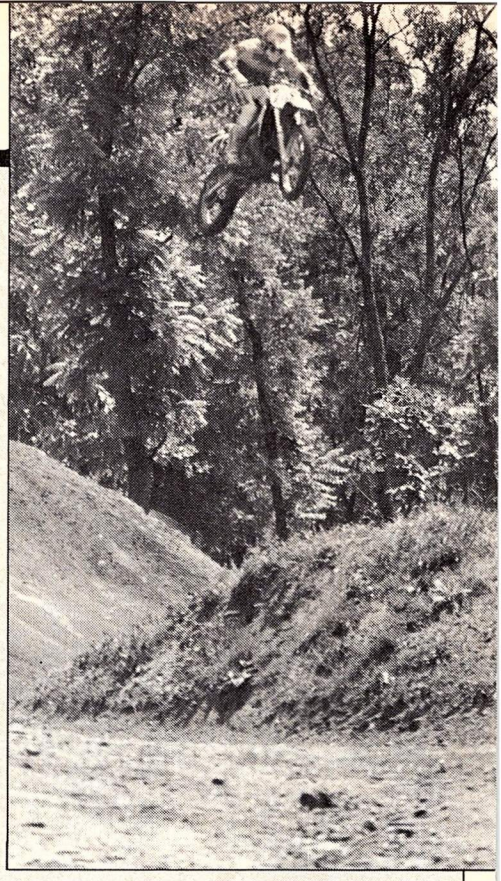
TUF RACING

•Tuf Racing owner Dave Antolak thinks that the future of motocross depends on its past. For the last few years Tuf has sponsored one of the few remaining shop teams on the National circuit, and Dave feels that with the recent trend of factory cutbacks, the sport's longevity will depend more and more on non-factory teams. "Companies such as JT and Fox should stop spending so much money on so few riders—the $50,000 they spend on one guy could easily be used to help out two or three guys. When the Nationals no longer need qualifiers, it's because fewer and fewer riders are showing up." Dave's concern for the sport is derived from his long history with it.

"I started racing in 1971 on a Bultaco Pursang and stayed with it until '78 when I graduated from college. After that, I didn't see a motorcycle for three years, until I went to the Buchanan National. I got hooked again and started a small motocross accessory business. After awhile, we got so busy that we moved into an old 17,000-square-foot roller rink. Now 75 percent of our business is mail order, and we specialize in motocross. Most of the shops around here aren't into the sport, so we keep a full inventory of motocross parts in stock and make the street bike riders wait for their parts!"



Tuf Racing KX250: Tuf Racing will build full National-caliber KXs and RMs. The Tuf KX250 package racer includes Showa cartridge forks, personalized porting, Tuf-Trak full-floating rear disc kits, shock hard anodizing, finning, revalving and piston mods.



Hi ho, Silver: Byron Motosports Park has a big double that few riders have ever attempted. Larry gave the Tuf Racing KX250 a quick burst and cleared the double in one awe-inspiring leap.

Besides parts and accessories Tuf has made a name for itself by making race-ready Kawasaki package racers. In fact, Dave has approached Kawasaki about getting 100 bikes, modifying them and then racing them as production bikes. "The AMA says that shops only need 100 while the factories need 1000 bikes, so this way you'd have to have one to win the Stock class. If more shops got involved like that, the sport would be booming!" •

Testing in Illinois: When the MXA wrecking crew came to Illinois to test the best of the Midwest, Jeff Ricker (245), Rusty Ott (44), Tom Schramer (224) and Alvin Schmidt (16) hammered the Byron track on the MAC, TUF, NSR and DGY deuce-and-a-halfs.

THE MORNING COMES

The track is perfect. After a hard-pack start, the course winds through a few esses before heading to a loamy uphill sweeper that drops riders back down to a slick corner. Riders then roost over a rough knoll and track down a fast drop-away downhill. A tacky 180-degree turn heads onto a long whooped-out soft-soil straight, around a rail berm, down another rough straight, and into a moist berm that leads toward the biggest jumps on the track.

Well, actually, the jumps aren't all that technical for most people—just three large-sized, rolling mounds that are usually taken one at a time. But it didn't take long for Larry to build up the nerve to try doubling the last two jumps. After all, the locals said Junior Jackson had done it the week before. Larry rolled off the first jump, clutched the bike in the meat of the powerband to catch more life, and leapt 30 feet into the air. Jaws dropped as Larry touched the rear brake to pivot the front end down, and then rolled

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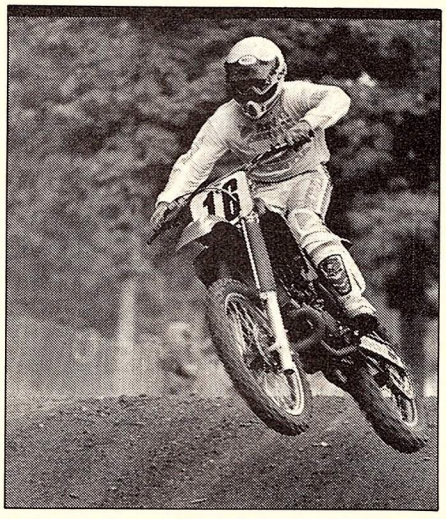
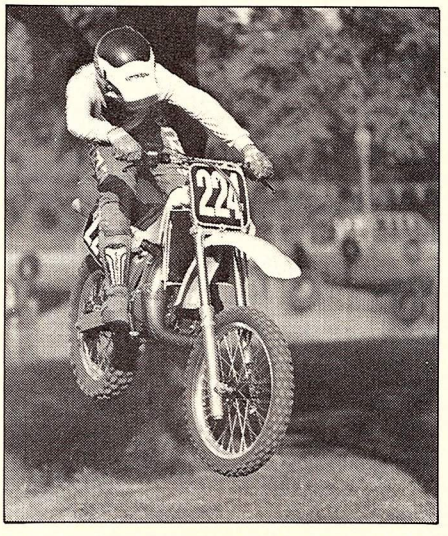


Tuned in to CRs: North Shore Honda is America's most aggressive CR Support dealer. North Shore Racing (NSR) specializes in building racing CRs for Midwest and East Coast tracks. How good are they? Just ask sponsored riders Davey Coombs, Troy Bradshaw, Robert McGee, Robert Thornton, Greg Randa or Alvin Schmidt (16).



Team Suzuki's summer home: Midwest Action Cycle is the largest Suzuki parts warehouse in the world. In fact when U.S. Suzuki runs out of parts they call MAC. Tom Schramer (224), Ron Rivenburgh and Ron Lindsey came over to Byron Motosports Park to test with the MXA wrecking crew.

the gas on as he smoothly touched earth on the downside of the double. Perfection on a perfect track.

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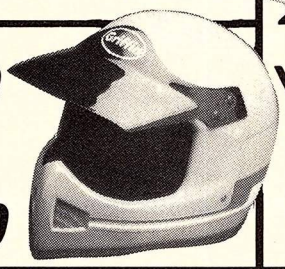

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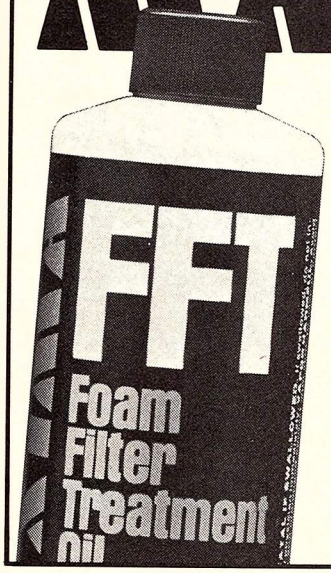

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THE PLACE TO RACE

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• For the last 18 years, Joe Vincer has been providing Illinois' aspiring motocross stars with a track on which to race. Located just 90 minutes outside the Windy City, Byron Motosports track is the premier track in Illinois. "We've been voted the top amateur track by the AMA for the last two years, and we get awards for safety every year," says Joe proudly. Byron is unique in many ways, but especially in track preparation. "We spend between eight to ten thousand dollars a year on the track surface and bring in 150 truckloads of sawdust to mix with the dirt. Crashing on our loam is probably the least painful of any track!" The rest of the facility, which attracts over 200 riders every weekend resembles a campground, with the flush toilets and shower stalls. Joe adds, "Our intention is to run amateur races on a professional level. I quit racing due to injuries, but I always remembered how I would like a track to be set up." With so few quality facilities available for National events, it's a surprise that Byron isn't selected. "We ran a professional race here seven years ago, and we might do it again, but it's really too much of a headache," says Joe. "I like catering to the families who show up week after week—we're all one big family." •

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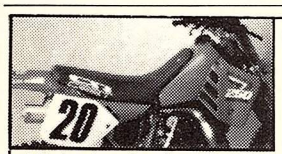
Hot-rod Yamahas: Yamaha of Downers Grove is a full-service Yamaha dealer and Team Yamaha Performance center. Sponsored riders include Mike Roth, Jim Randa, Bob Wagner and Rusty Ott (44). DGY is so involved in service that it will provide special shipping boxes free so you can send your parts safely to them.



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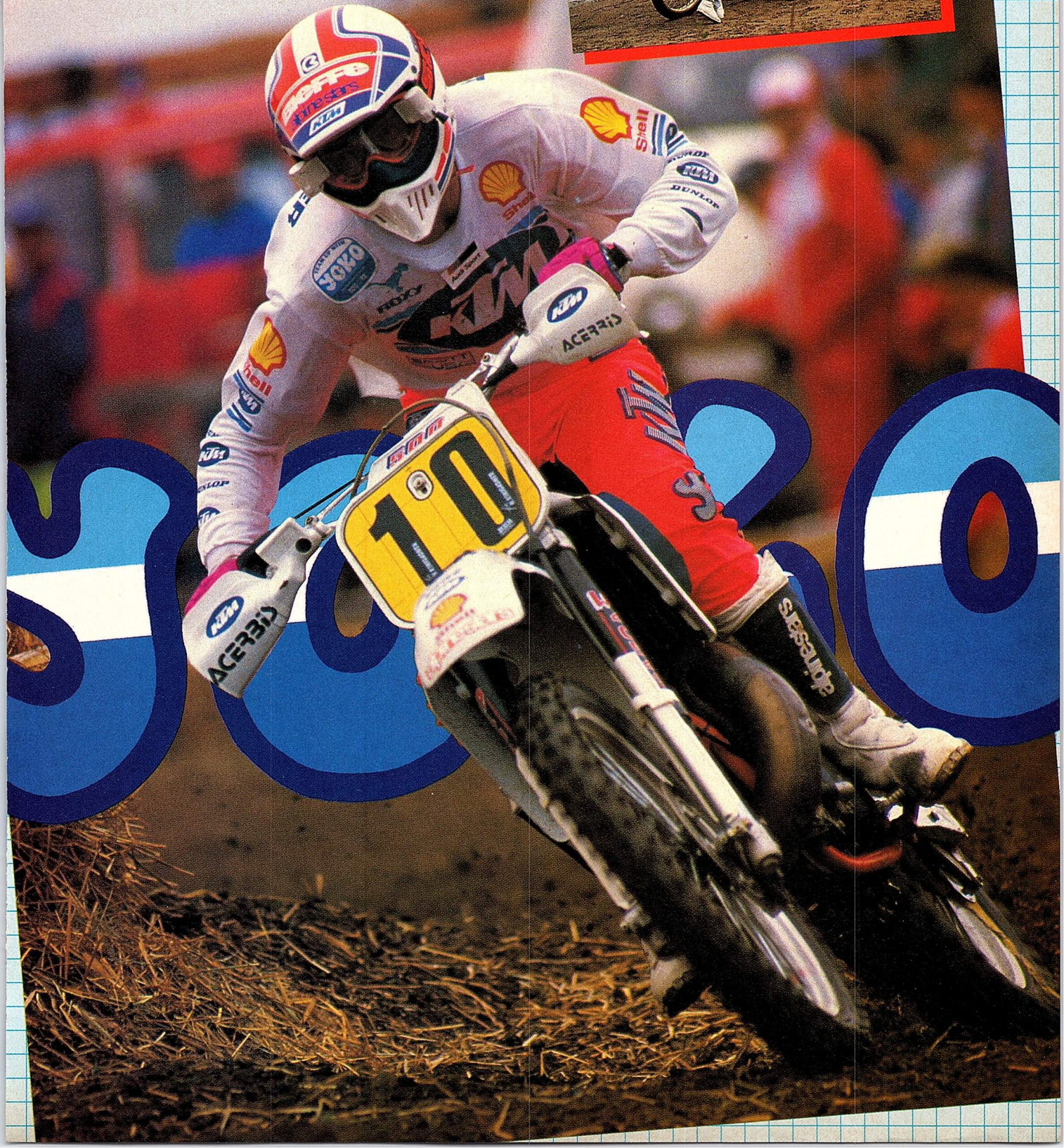
capabilities. All the bikes performed flawlessly, except for one incident that reinforced everyone's faith in Larry's riding skill. While leaping for max distance down the 50-foot drop after the huge double jump, Larry landed with such an impact that the throttle housing twisted around and locked the front brake on—solid. Imagine, wide open in fifth gear, front brake locked up and the suspension collapsed. But a situation that would have killed most mortals was merely routine for Larry. "I just held on," said Larry as he pulled back into the pits after making one of the most incredible saves anyone had ever witnessed. Larry

1988



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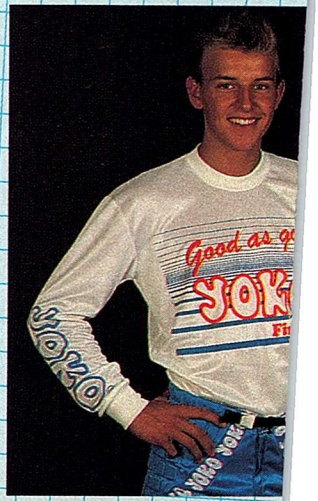

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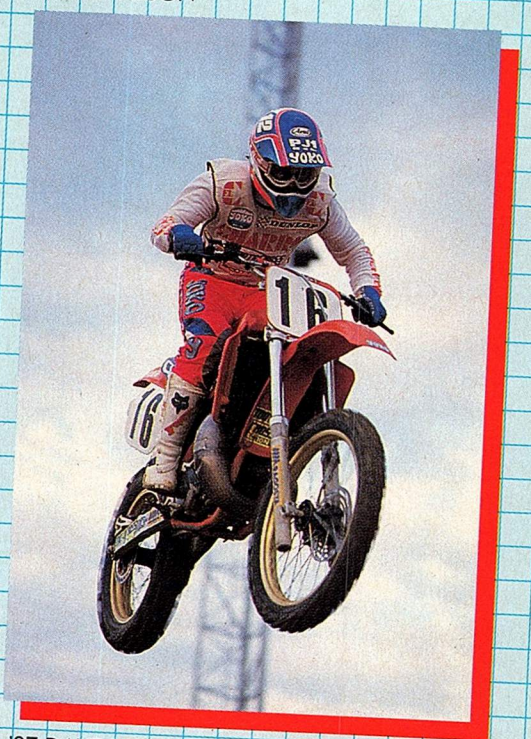

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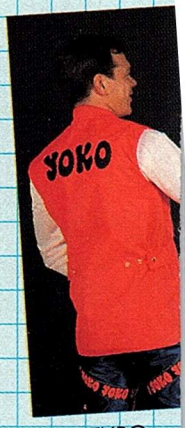

490 TURO

STREET SUIT

420-120, 420-160, 420-110

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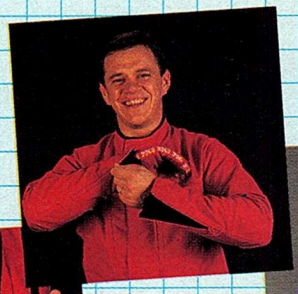

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ASSIC JACKET

140, 301-120, 301-110, 301-150

490 TURO, FOAM PADS

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710-140 ,710-130

490 TURO

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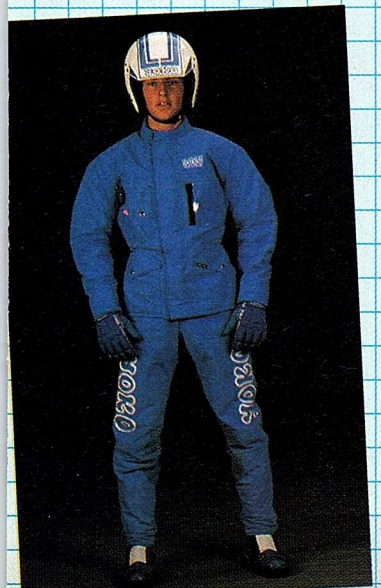
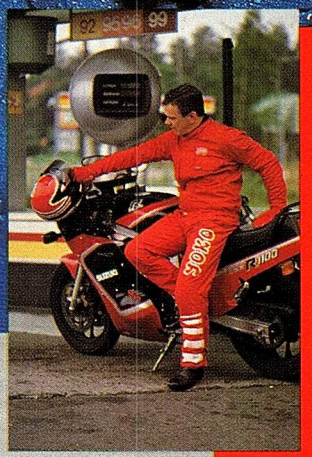


409-110
GORE-TEX



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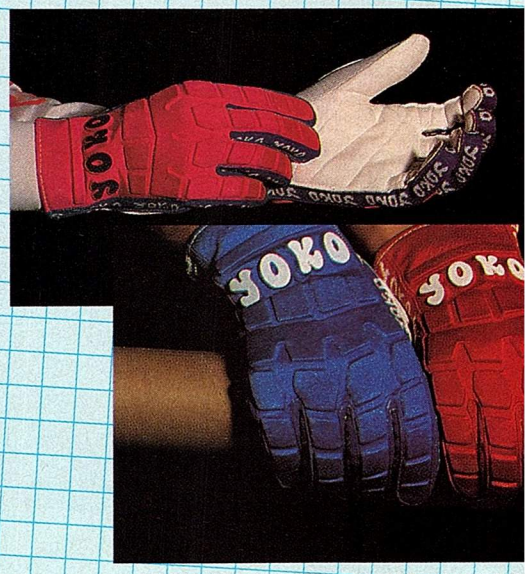
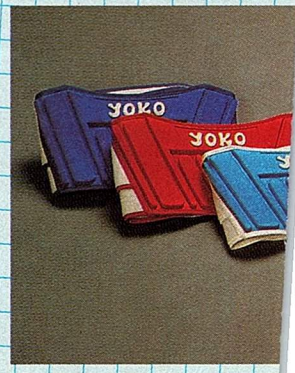
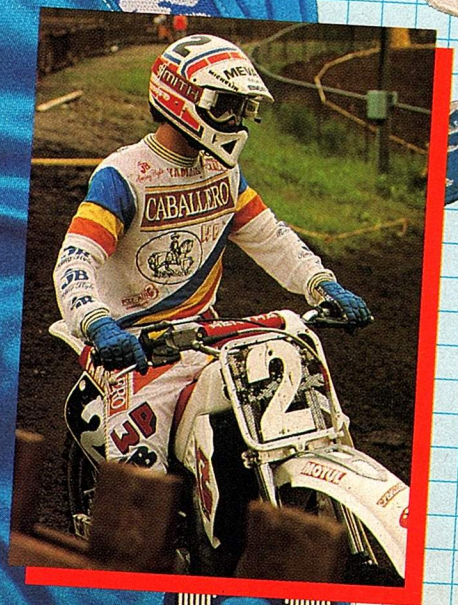


110-110, 110-120, 110-130, 110-140, 110-1

FOAM KIDNEY BELT

551-110, 551-120, 551-150, 551-130, 551-140





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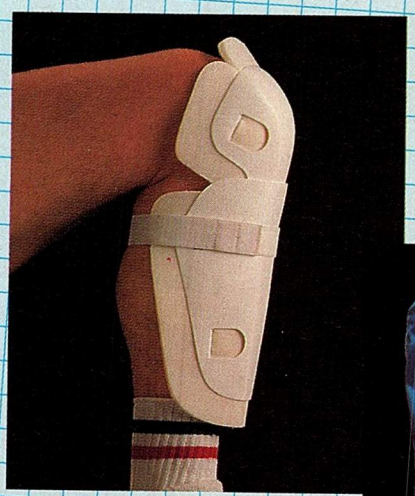

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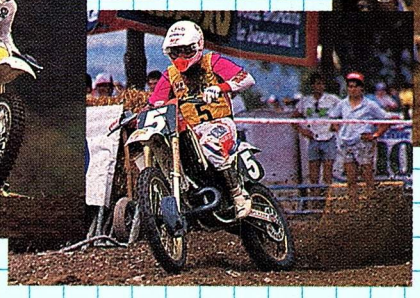

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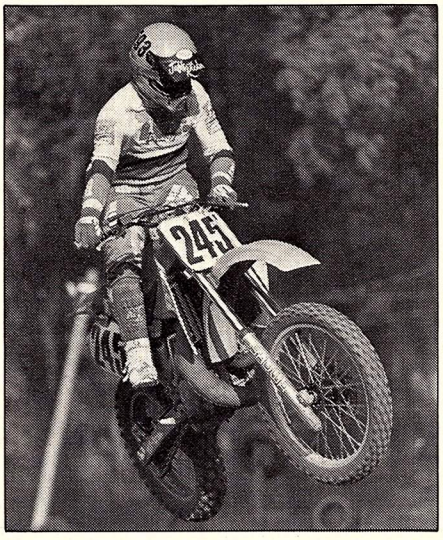
5. Bill Tuman	5. Jeff Ricker
6. Carl Berggren	6. Richard Halstead
7. Wayne Welzien	7. Greg Randa
8. Scott Wallenberg	8. Rusty Ott
9. Bob Welter	9. Mike Roth
10. Jeff Surwall	10. Brett Powers



King of the KXs: Tuf Racing's KX fame has spread across the country. Thanks to a hot group of MIdwest riders led by Alan King and Mark Barnett, Tuf's KXs have grabbed major wins. Jeff Ricker styles through the trees.

didn't pull into the pits because he was scared; he pulled in because he had held on to the bars so hard they bent!

LIFE IN THE FAST LANE

What does a top 125 National contender (National number eight) do after spending five solid hours on a motocross bike? He eats! We roosted into a Wendy's to feed Larry after his efforts and then headed back to the hotel. At the hotel, Larry reeled off a quick 200 push-ups and sit-ups, showered and hit the sack.

The *MXA* wrecking crew was up at 6:00 a.m. the next morning. Larry's mechanic picked him up at the hotel and the two headed on to the next 125 National. The rest of us faced up to the fact that we had to leave the loam of Illinois and go back to California. Not everybody has the skills that allow him to race and ride every day for a living, as Larry does, but for one day in Illinois, East met West, and both were impressed. □

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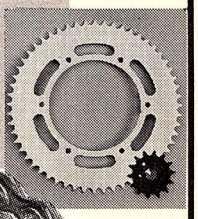

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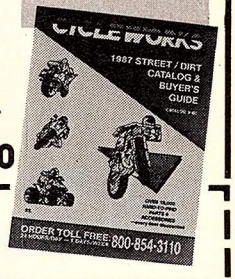

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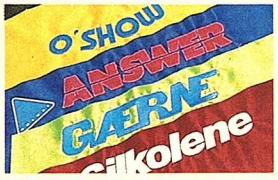

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1987 125/500 NATIONAL CHAMPIONSHIP WRAP-UP

RICKY & MICKY SHOW 'EM WHO'S BOSS

1 regime ends while another continues

☐ Five long months after it began, the AMA outdoor National series is over. What began as a combination 125/250 series, ended as a 125/500 series. The 12-race series was split in two for the 250 and 500 riders, and Rick Johnson claimed the overall title for the 250s in June. For the 125 riders it's been a hectic year of back-and-forth battles between a cast of contenders and aspiring contenders. Five different riders won overall victories in the 125, compared with only two different winners in the 500 Class. This would be '86 National Champion Micky Dymond's last year in the class if he won and regardless of how much the other riders wanted to see him go, they tried their best to keep him from winning. After an early-season sickness kept him out of the winner's circle, Micky sprang back and convincingly won five races. With Dymond now going to the 250/500 series, the 125 Class is without a dominant force. It will probably be the most exciting racing to watch in '88!

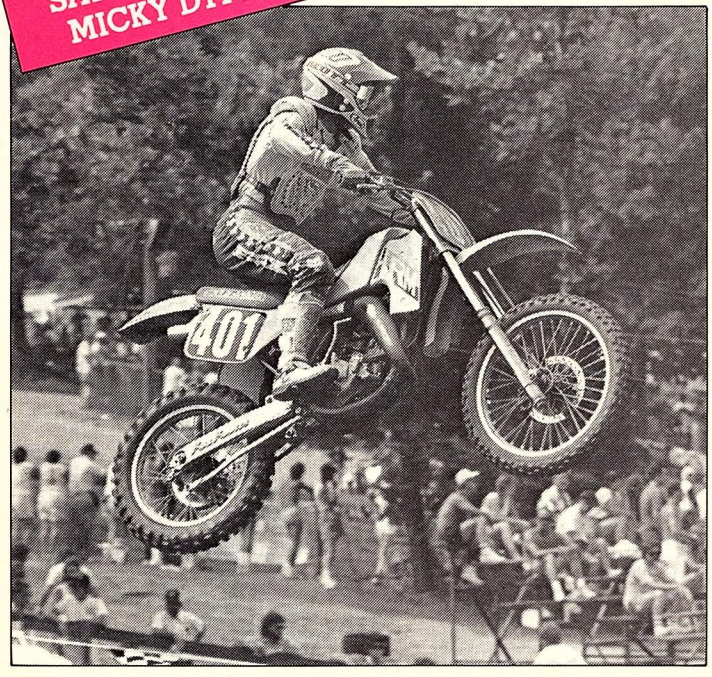
THE LONELINESS OF THE OPEN CLASS WINNER

The 500 National series brought Honda's Rick Johnson two things—the Championship title and loneliness! It's not that the Open bikes are inherently boring, it's just that Rick's competition fell apart. Jeff Ward got hurt at the first round, and neither Ron Lechien nor Keith Bowen ever rode as though they really cared. Rick's closest competition came from two young factory support riders, Yamaha's Jeff Stanton and Kawasaki's Mike Fisher. Neither of these riders gave the other an inch as they fought tooth and nail for factory recognition. Rumor has it that Jeff and Mike will be replacing the factory riders directly above them on their respective team rosters. For 1988 the National series will come alive with new faces on new bikes, and hopefully, better direction from the AMA. Rick Johnson will be one year older, and all the 125 riders will be one year wiser—1988 should be a good year.

THE 125 SERIES

SAY GOODBYE TO MICKY DYMOND

Rising star: Privateer Jeff Stanton (56) is on his way to stardom. Although he often led 500 National Champ Rick Johnson (2) on the start, he was never able to beat him to the finish. Look for that to change in 1988. ►



A star is born: Suzuki's shotgun approach to hiring a horde of up-and-comers has paid off with the speed of Donny Schmit. Pegged by many as tomorrow's hero, Donny overcame early-season injuries to win Nationals in South Carolina and Minnesota. He finished fifth for the year.

He's a contender: Rick Ryan celebrated the biggest win of his career when he won the Daytona 250 Supercross in March. Unfortunately he never did as well in the 125 Nationals, finishing seventh overall. Rick is strong and knows what it takes to win. He could be Dymond's successor.

Arai
56
2

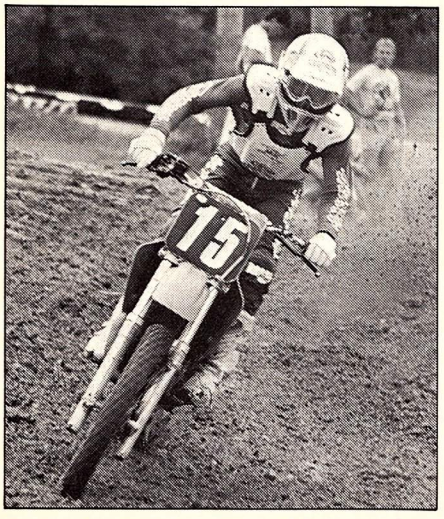
125 NATIONAL WRAP-UP

Tony Power

Better things to come: One of 1987's fastest 125 privateers was Tyson Vohland (22) who in '88 suffered the kind of luck he wouldn't wish on his worst enemy. Tyson's 14th-place overall doesn't do justice to what he's capable of.

Ben Sanders

Something went wrong: Kawasaki's 125 program never lived up to its expectations. Eddie Warren won the last two Nationals of '86, but could finish no higher than fourth in '87. Teammate Bader Manneh (36) had one top-five moto finish all year. It was a bad series for Team Green.

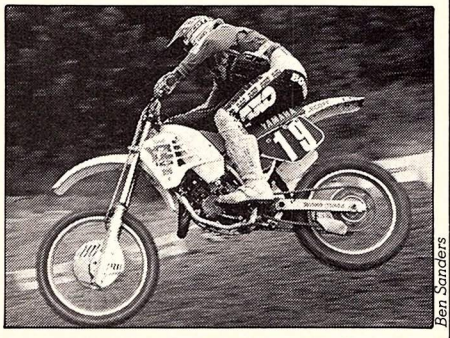


It's paying off: After years of the unknown privateer grind, Guy Cooper has finally made a name for himself. While the rest of the contenders were getting hurt or suffering breakdowns, Guy hung in there and won the next-to-last 125 National of the year. His third overall was deserved.

Ben Sanders

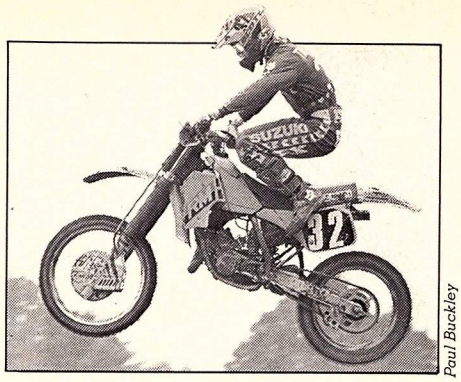
The turning point: Honda privateer and MXA test rider Larry Brooks was on his way to a top-five series finish for the year before losing the overall at the South Carolina round. Larry's luck went downhill afterward, leaving him a disappointing eighth overall.

Is it the bike? Erik Kehoe should've either won the 125 Championship or finished a close second—he did neither. Erik should've done well at the 125 USGP—he did—he won. The difference was a production bike in the Nationals and a factory bike at the GP. What will '88 bring? Erik finished fourth overall.



Ben Sanders

State of confusion: Australian transplant Jeff Leisk had moments of brilliance but never put it all together for an overall win. Rumor has it that Jeff's been very unhappy with his factory Yamaha performance and has been longing for his one-year contract to end.

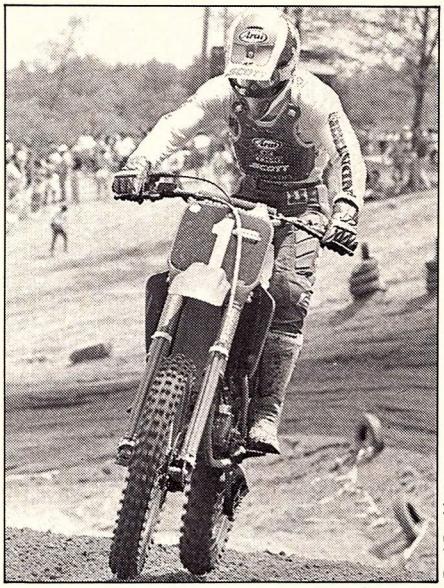


Paul Buckley

The difference between night and day: Suzuki's Ronnie Tichenor won three 125 Supercrosses this year but could never translate his evening success to the daytime events. With better physical conditioning the Southern speedster could be a threat. He finished 12th overall.

Ben Sanc

Shrouded in mystery: Suzuki's George Holland has the talent to be a hero. Does he have the determination? Maybe. The strength? Maybe. The desire? Maybe. George remains an enigma while the competition makes their case known. Was winning the first two 125 Nationals a fluke?



Paul Buckley

So much for that: Micky Dymond won his second 125 National Championship and is headed for the 250/500 series for next year. The biggest mystery in '87 has been who would get the coveted Honda support in Micky's place for 1988.

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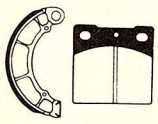

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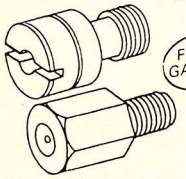

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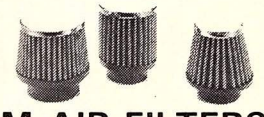

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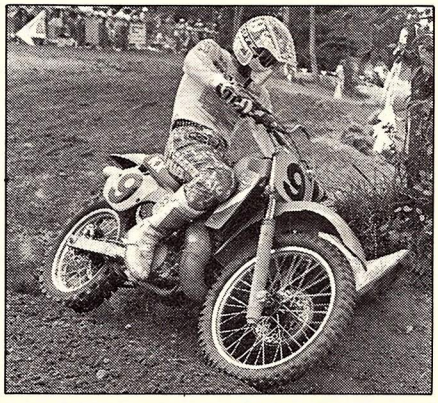
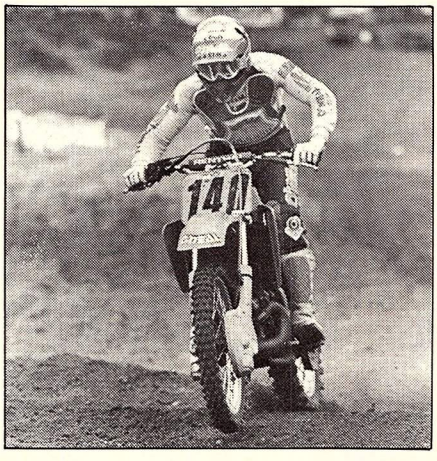
500 NATIONAL WRAP-UP

THE 500 SERIES
ANOTHER FEATHER IN RICK'S CAP

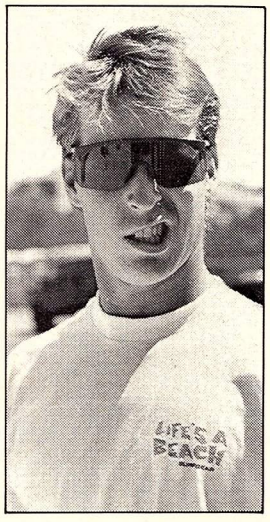


Is he or isn't he? Not even Ron Lechien knows whether he is one of America's fastest riders. He's definitely not one of the most consistent. Ron should either make up his mind or quit racing.



Next in line: Kawasaki support rider Mike Fisher will be a factory rider in '88. Kawasaki made a good move by signing the talented 20-year-old. He finished third overall.

Not too happy: Michigan rider Keith Bowen didn't have the kind of year that either he or Yamaha had hoped for. His lack-luster finish of ninth overall only makes Jeff Stanton look better.



Bad Boy reigns: Honda's Rick Johnson is the current motocross idol in America. Not since the early days of Bob Hannah has a rider shown as much speed, style and off-track heroics. Congratulations, Rick! ►

Paul Buckley

Tommy who? Tommy Watts came from the backwoods of Kentucky to finish a surprising fifth overall on the big bikes. Tommy's biggest win this year was in the 250 Class at Mammoth. He's sponsored by Whiskey Pete's Casino in Las Vegas.

First Texan: Dennis Hawthorne substantially improved his 17th overall in the 250 series with a consistent eighth overall in the 500s. Dennis is one of the nicest riders on the circuit, and he should be proud of his accomplishments this year—he worked hard.

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500 NATIONAL WRAP-UP

Stars in his eyes: Jeff Stanton proved that talent, confidence and aggressive riding can make up for outdated machinery. Jeff finished second overall on his air-cooled, drum-braked YZ490. If Jeff doesn't get a factory ride in '88, there is no justice! □

FINAL RESULTS: 1987 125/500 NATIONAL CHAMPIONSHIPS

125 CLASS

1.	Micky Dymond	Hon
2.	George Holland	Suz
3.	Guy Cooper	Hon
4.	Erik Kehoe	Suz
5.	Donny Schmit	Suz
6.	Jeff Leisk	Yam
7.	Rick Ryan	Hon
8.	Larry Brooks	Hon
9.	Eddie Warren	Kaw
10.	Fred Andrews	Hon

500 CLASS

1.	Rick Johnson	Hon
2.	Jeff Stanton	Yam
3.	Mike Fisher	Kaw
4.	Ron Lechien	Kaw
5.	Tommy Watts	Kaw
6.	Jeff Ward	Kaw
7.	Jim Holley	Yam
8.	Dennis Hawthorne	Kaw
9.	Keith Bowen	Yam
10.	Tom Carson	Hon

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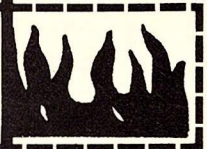

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You won't see this one on T.V. Ricky Johnson wins the 1986 Supercross Championship by beating David Bailey. This 60 minute made-for-video motocross exclusive features a behind the scenes look at the top MX racers as well as some exciting off-road racing action.
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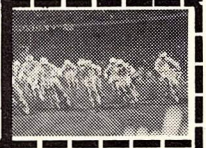

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Tall in the saddle: KTM is offering two seats in 1988. The Euro version is tall and the American version is low. Opt for the low model—it will get you into the KTM instead of on it.

☐ KTM is suddenly a big company in both production numbers and consumer awareness. This wasn't always so. The Austrian company has been producing large quantities of off-road machines for the last 15 years, but the motocross world was never as ripe a plum for KTM's picking as it is now. Husqvarna once sold 9000 motorcycles in America. They are no longer a force in motocross. Maico was selling over 3000 motocrossers in the States the year they got in trouble with the banks. They are more of a shadow than a reality in today's market. The rest of the European motocross market is splintered, ill-fated or doomed with inept management. Bultaco, Ossa, Triumph, CZ, Montesa, BSA, SWM, Monark, and a boatload of other exports have faded from the scene. For all practical purposes KTM has been rewarded for its durability with the largest section of the European pie.

HOW BIG IS THE EURO-BIKE MARKET?

In the early '70s Euro bikes were the ones to have. Quality steel, in-the-know designs, proper powerbands and famous team riders had every American teenager gnawing at the bit to be the next Aberg, Mikkola, Kring, Falta, Weil, Jonsson, Vehkonnen (Kalevi not Pekka), Banks (John not Mark), Nicoll (Dave not Kurt), Geboers (Sylvain not Eric) or Bickers.

In 1973 the Japanese took over the 125 market. In 1976 the Japanese grabbed control of the 250 market, and in 1982 the 500cc market began to switch to the Far East. A quick perusal of the list of defunct European brands will tell you that most of the Euro bike manufacturers didn't fight back very hard or for long.

Big sales and the glory days for European motocross machines were in the early '70s. By the late '70s, the number of Euro builders and their sales figures had been reduced. Going into the '80s, only the strong survived. Of those manufacturers who were around in the glory days, only KTM still produces competitive motocross machines.

HOW AND WHY DID KTM MAKE THE GRADE?

When Maico slipped into recievership (and then in and out of it several more times), Husqvarna switched to an all-enduro lineup and Can-Am dropped out of motorcycle manufacturing, the question was raised about what it took to survive. The answer was simple. It takes a progressive approach, constant updating, a watchful eye on the competition and the ability to fight back. KTM is the only manufacturer from the glory days that kept up to date, tried new things, embraced technology, had a strong racing profile and was innovative. KTM has lasted because you can't find a part from five years ago on their new bikes (unlike the other big Euro powerhouses from the '70s).

ARE EURO BIKES AS GOOD AS JAPANESE BIKES?

It doesn't take a genius to see that European motocross bikes could and should be better than Japanese bikes. A company such as Honda produces almost 40 different motorcycle models, of which the motocross models are, in their spokesman's words, *"Not an important part of the sales picture."* All Japanese motocross bikes are produced at one time, in one production run, during a short period in late summer of the year before the model designation. For example, 1988 Hondas are produced in August of 1987.

The Euros have the advantage, which they may not always use to its fullest, of pro-

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FRONT — Medium Surface
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REAR — Medium Surface
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500x17 $49.95
400x18 $43.95
450x18 $50.95
510x18 $51.95

MT-27 DELTA CROSS
FRONT — Medium Surface
300x21 $55.95
REAR — Medium Surface
400x18 $44.95
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MT-35 HARD CROSS
FRONT — Hard Surface
300x21 $49.95
REAR — Hard Surface
425x18 $46.95
500x18 $56.95

MT-32 SAND CROSS
FRONT — Sandy Surface
275x17 $26.95
300x21 $56.95
REAR — Sandy Surface
410x14 $29.95
425x18 $46.95
500x18 $56.95

MT-37 LAGUNA CROSS
REAR — Muddy Surface
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Hard Surface
410x14 $23.95
350x17 $34.95
510x17 $44.95
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510x18 $50.95

M-23
Hard Surface
275x17 $22.95
250x19 $23.95
275x21 $31.95
300x21 $35.95

M-39
Soft Surface
80/90x17 $23.95
90/90x21 $34.95

M-40
Soft Surface
110/90x14 $29.95
120/90x18 $47.95
130/90x18 $49.95

TRIALS
Medium Surface
460x17 TW-10 $48.95
510x17 TW-18 $51.95
410x18 TW-18 $42.95
460x18 TW-12 $46.95
275x21 TW-19 $35.95
300x21 TW-19 $37.95

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ECONOMY TIE DOWNS $9.95
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BOOT SOX $3.95
BEL-RAY MC + 1 (case of 24) $67.95
BEL-RAY MC + quarts $22.95

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MOTO 3 PRO $124.95
MOTO 4 PRO $157.95
MOTO 4 JOHNSON $179.95

Before ordering measure your head 1" above the eyebrows and around the largest part of your head.

Griffin

OPEN FACE G-100 $24.95
PRO STYLE G-175 $39.95
NEW GX-747 $79.95
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Arai

MX-PRO solid colors $149.95
MX-PRO factory colors $174.95

SHOEI

VT-1A $75.95
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BIEFFE Helmets

JBX-6 $84.95
BX-6 $93.95

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SCOTT 87R over glasses $22.95
SCOTT 89R Lexan lens $19.95
SCOTT 90 gradient lens $22.95
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SCOTT VENTURI MASK half $5.95
SMITH SMX $19.95
SMITH SMX with ROLL OFFS $34.95
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OAKLEY 0/20 over glasses $22.95
OAKLEY MASK full $6.95
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SUPERTRAPP

PRO SERIES $136.95
RACING SERIES $109.95
STREET TRAIL add on $89.95
STREET TRAIL com. sys. $104.95

RICHTER

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ADD ON SPARK ARRESTER $26.95

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OVAL SILENCERS with SPARK ARRESTER $64.95
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CARBON STEEL SIG. BARS $14.95
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A-II GLOVES $21.95
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REAR — Hard Surface
500x17 $77.95
100/90x18 $58.95
400x18 $58.95
110/90x18 $68.95
450x18 $56.95
150/80x18 $74.95

MULTI CROSS
REAR — Medium Surface
410x14 $38.95
410x17 $64.95
450x17 $62.95
510x17 $71.95
410x18 $60.95
450x18 $66.95

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300x21 $42.95
REAR — Soft Surface
460x18 $57.95
120/90x18 $64.95
510x18 $64.95
140/80x18 $65.95
REAR — Hard Surface
120/90x18 $70.95
460x18 $64.95
510x18 $70.95
140/80x18 $73.95

ENDURO
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REAR — Street and Trail
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510x17 $77.95
400x18 $73.95

MXR
FRONT — Medium Surface
90/90x21 $44.95
REAR — Medium Surface
120/80x18 (196HT) $74.95
120/90x18 $57.95
130/80x18 (196HT) $77.95
130/90x18 $59.95
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IRC BRAND

HARD SURFACE KNOBBY
110/80x14 M5A $28.95
80/80x17 M2E $19.95
120/80x18 M5A $43.95
130/80x18 M5A $45.95
140x80/18 M5A $43.95
90/90x21 M2E $27.95
100/80x21 M2E $30.95
MEDIUM SURFACE KNOBBY
300x12 MOC $17.95
300x14 MTC $18.95
360x14 45Z $22.95
110/80x14 M3B $27.95
110/90x18 M3A $27.95
120/80x18 M3A $39.95
410x18 MOC $38.95
510x18 MOC $45.95
TRIALS GP-1
460x17 $38.95
510x17 $43.95
400x18 $38.95
460x18 $40.95
510x18 $45.95
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PROGRESSIVE SUSPENSION

FRONT FORK SPRINGS $35.95
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HI-FLITE USA

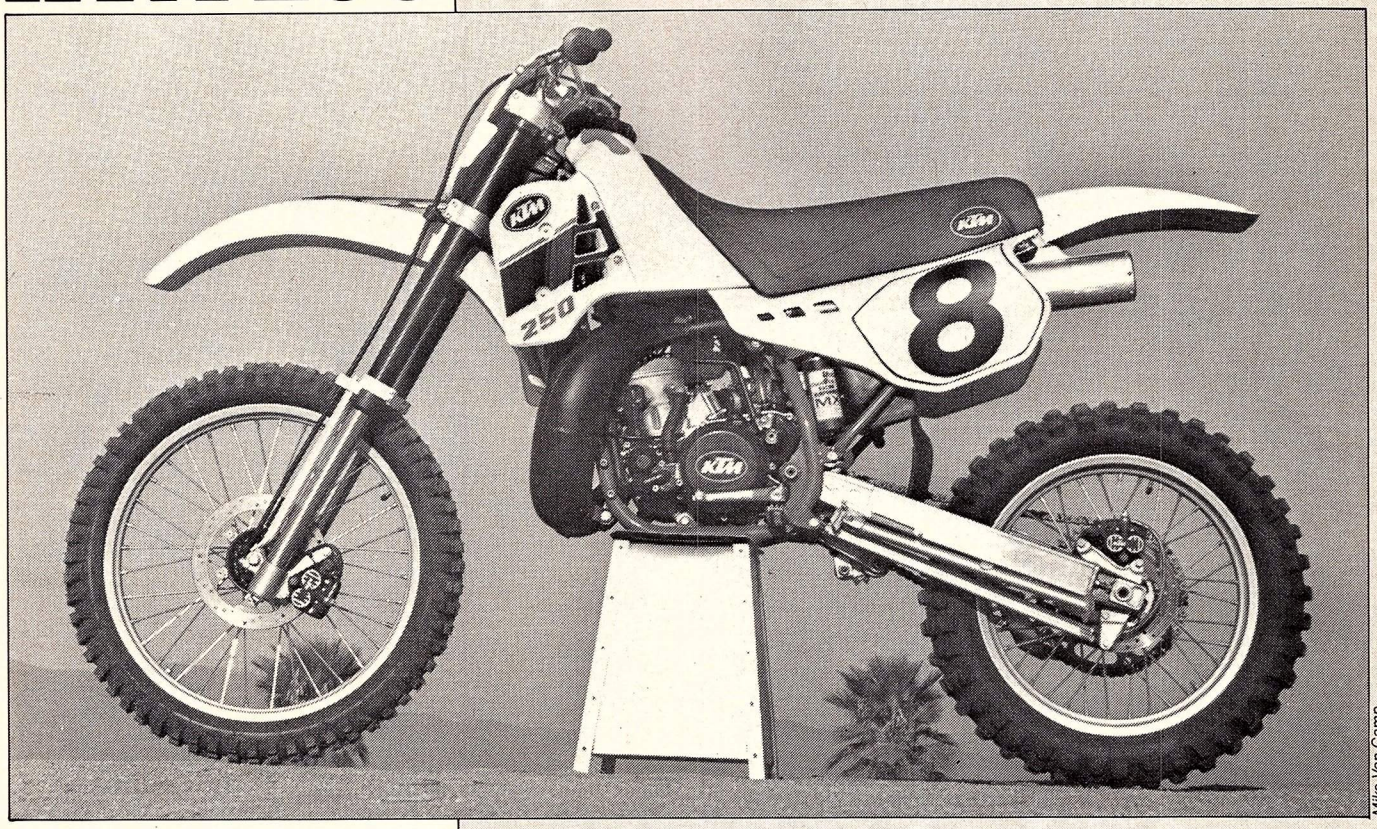
HONDA, YAMAHA, SUZUKI, KAWASAKI $39.95
KTM, HUSKY, MAICO CAN-AM $43.95

PRICES GOOD UNTIL PRINTING OF NEXT ISSUE

KTM 250

INSIDE THE KATOOM

Z RACING ANALYZES THE CHANGES



Mike Van Camp

Two-tone: KTM has produced a stylish-looking machine with a bright-white/deep-blue color combo. Can the European motocross manufacturers stay competitive? KTM proves it is more than a possibility.

ducing *only* off-road machines. Their production lines are capable of being started and stopped, changed and improved, and speeded up or slowed down over a long season. KTM buys its suspension components from White Power of Holland, which is the aftermarket company many Japanese bike owners would like to buy updated shocks and forks from. One additional bonus is the European tradition for motocross. They know, love and invented the sport.

Yes, the Euros can produce bikes as goods as those of the Japanese. In fact, they should be producing bikes that are light years better (much like they were during the glory days).

WHY HAVE THE EURO BIKES GONE OUT OF BUSINESS?

The mysteries of manufacturing, exporting and financing motorcycles for the American market are not as easily cracked as a Charlie Chan case. Politics, labor costs, currency devaluation and market whims all play a part in any business' success or failure. The Spanish motorcycle companies were largely an extension of General Franco's policies. With no Generalissimo, labor troubles quickly shut them down. The Czechs live in an internal economic depression. Their bikes stopped coming when

•Z Racing is the number-one KTM hop-up shop in American motocross. It fields a team of radical KTMs led by 125 Supercross pilot Todd Campbell. The *MXA* wrecking crew had Z Racing's Joe and Mark Zoller go over the 1988 KTM 250 with a magnifying glass to find out the changes and solutions.

Spoke problems in '87 were caused by the **unequal-length** spokes on the front wheel. For 1988, the front hub uses equal-length spokes.

In the past, the Euros have used **solid-mounted** disc-brake calipers and floating-disc rotors. For 1988 the caliper floats which should lessen pad-wear problems.

A **plastic throttle** was prone to breakage in 1987. A new aluminum Magura throttle housing should lessen the crash damage and ease turning the grip.

Last year's motor mounts **cracked** under the frame if the bolts got loose. In 1988 the frame cradle has two new crossbars welded in and stronger motor-mount brackets.

KTM beefed up the **swingarm** pivot bolt nut. This new design should eliminate tightening and breakage problems experienced in 1987.

Problems with the **full floating** rear disc brake's torque arm have been resolved by using a beefed-up Heim joint (10mm). The old ones would stretch and break.

Two seats are offered from your local KTM dealer. A tall model and an **American version** which is lower. The *MXA* test bike came with the tall version. It needs the low model.

The airbox cover appears to be held on by small Phillips-head screws, but the screws are inserted into **rubber grommets** and don't need to be turned. The cover pops on and off by pressing the screw threads into the grommet.

Last year's tire **mud flap** (between the airbox and the rear wheel) was made of plastic and would rub against the tire and crack. For 1988 the mud flap is made of rubber.

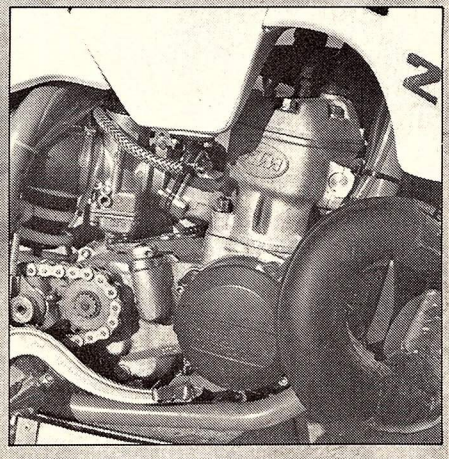
The four-piston rear **disc brakes** from last year have been changed to totally new two-piston models that push from one side of the rotor. The mounting is new and a plastic disc guard is mounted on the lower front portion of the disc. KTM is getting its brakes from Grimeca and the 1988 KTM disc calipers are virtually identical in design and mounting to Honda CR discs.

The rear brake pedal pivot position is **changed.** The rear wheel has equal-length spokes. The chain guide is mounted higher. The subframe is stronger. The rear disc brake's hydraulic line is mounted in a cleaner and less-vulnerable position. Enduro riders will probably have trouble with tree roots and branches hooking the rear brake line. This is not a problem on a motocross track. The top triple clamp is thicker and the offset has been changed. New front wheel bushings are inserted into the bearings. This should ease wheel removal and retightening.

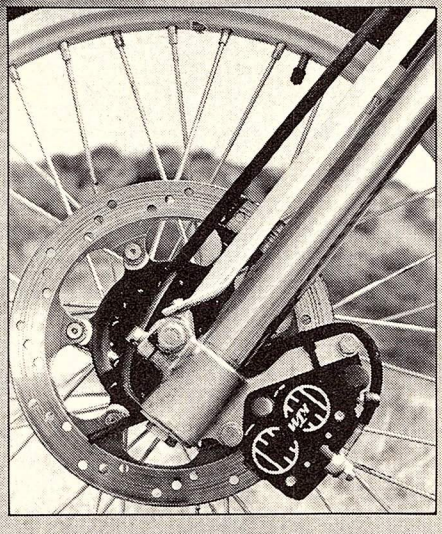
For more info contact Z Racing, 330-K Orangethrope, Placentia, CA 92670, (714)524-5441. •

KTM 250

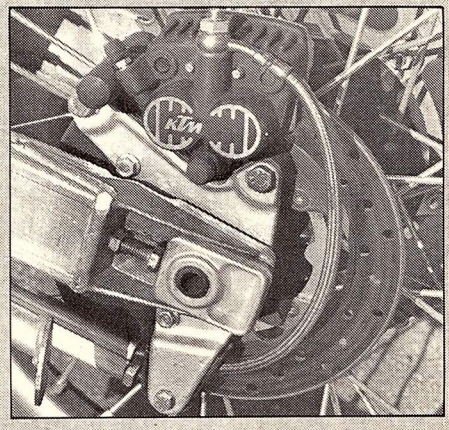
Stability: At speed the KTM is hampered by the soft powerband and springy rear shock. White Power will resolve shock inefficiencies before the next production run rolls off the line.



Middle of the road: The motor abounds with trick bits. A flat-slide oval-bore carb, small internal rotor ignition with microswitch on the outside of the flywheel, nifty power valve mechanism and a smooth, predictable mid-range powerband.



Step on it: A larger brake caliper is used to help dissipate heat buildup. In addition, the caliper is now floating for alignment instead of the rotor. How were the brakes? Not too good. The pad material doesn't get a lot of bite.



In the outback: KTM is the only company to offer a full-floating rear disc. The hydraulic line runs along the torque arm. Both sides of the caliper push air onto the rotor to keep the unit from flexing. KTM will switch to EBC pads to get more braking power than our test bike had.

ON THE RACE TRACK

HOW IT WORKS

• As Europe's strongest bastion of motocross development, the 1988 KTM has been enhanced by new graphics, color combos and solid improvements. How good is it?

POWERBAND FOR THE MASSES

The KTM 250 engine pulls across a relatively broad mid-range swath. Low-end power is decent, but not awe-inspiring. Top-end revvabilty isn't really part of the power package. How fast is it? It isn't as fast as it is smooth. Power delivery is like a rheostat. It starts to pull just above the bottom end and keeps on churning without pause through the mid-range. It is incredibly steady. There is no burst or surge—just smoothness.

Power is competitive, but a little on the soft side. There is no violent explosion. To make the motor work to its fullest, it must be run in one gear taller than seems appropriate. In the seemingly correct gear, the KTM has a short powerband and signs off quickly. Short-shifted into the next highest gear, it has an incredibly broad powerband. Throttle response is mysteriously shifting. The engine is load sensitive and can be easily bogged down by poor throttle control. Power output isn't always instantaneous.

HANDLING ITS OWN WEIGHT

Overall handling is good (if you distinguish suspension setup from the design). The KTM turns very quickly, but it feels tall (we had the tall seat) and tippy in slow corners. High-speed stability isn't as good as it could be, but if you keep your weight back, it can traverse high-speed whoops adequately. The KTM feels light in the air and jumps well. Bars are a little high, but that seems to go with the overall height of the complete chassis.

We expected great things out of the new dual-piston brakes. KTM dropped last year's floating rotor brakes to switch to a more contemporary design. We were disappointed. Brake action on the front was poor. The rear was adequate. Lever pull was long and mushy. These brakes needed to be bled straight from the factory.

TRICK STUFF ON THE WHITE BIKE

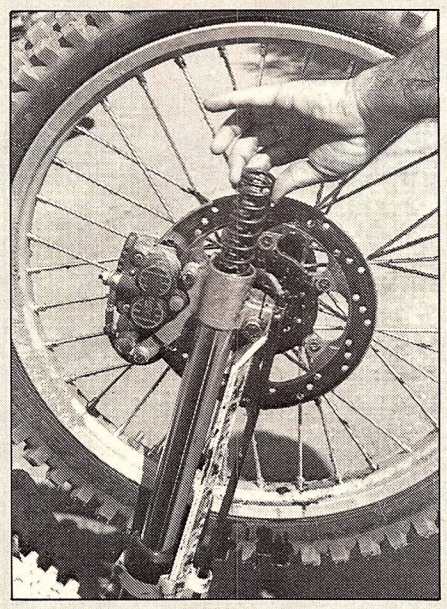
Starting was a first-kick affair. The kickstarter is mounted on a larger shaft. It has considerable kickstarter compression and requires a very firm push (not a lunge) at the pedal. The engine crackles to life with one steady push of the little lever.

Carburetion is handled by an all-new Dellorto carb. The Dellorto is a flat-slide, oval-bore, small-float-bowl unit that is the first accurately working Dellorto we've seen in years. Good carb, but set up very rich in stock trim.

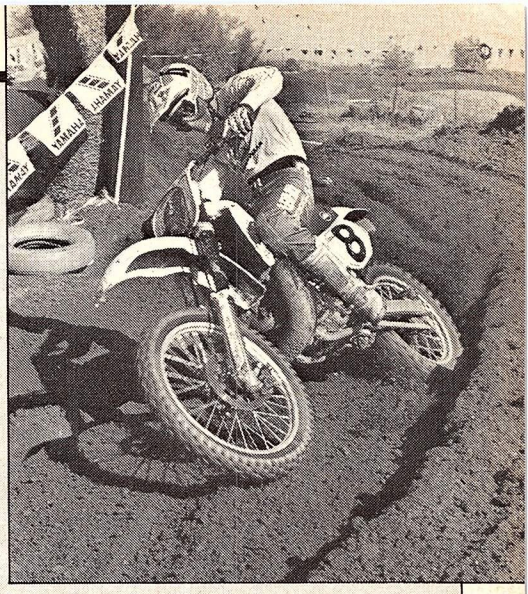
Clutch pull is the lightest of any motocross bike made. The easy pull doesn't hurt the clutch's power. The unit works well but releases way out at the end of the lever throw. It takes time to get used to the light pull and quick action.

SUSPENDERS FROM HOLLAND

Last year the KTM suffered from terminally soft springs (front and rear). For 1988 the White Power technicians vowed to stiffen the suspension to suit American styles. The rear is definitely stiff enough. We ran the rebound damping on full light and still had too much drag. The spring is in the ballpark, but the damping tends to be harsh on compression. Stiffness isn't a cure-all in itself, but at least they tried.



Promises, promises: White Power promised to make the 1988 KTM forks stiff enough for American riders. They delivered. The upside down forks work very well for most riders. Good absorption and excellent damping.



Cornering: Excellent frame geometry produces a quick- and agile-handling package. Low-speed steering is a tad cranky, but with the steady surge of easy-to-use power, the KTM 250 can easily slice, dice and Rototill a tight bend.

If the Dutch technicians overdid it out back, they did it just right up front. The KTM 250 comes with the new *full-oil* front upside-down White Power forks. Fortunately, last year's incredibly soft 17-pound fork springs have been upgraded to 21-pound springs.

The *MXA* test crew spent a full day shock testing with the Dutch White Power technicians. A completely new shock damping stack was developed and White Power's Henk Thuis promised to Telex the KTM factory immediately to ensure that all KTMs in production now will have the improved valving. We were very impressed with this level of commitment.

ON THE RACE-TRACK DYNO

This bike could be a winner. It has a nice, light feel to it (albeit a little tall), turns quickly and jumps well. The powerband has the makings of the broadest mid-range motor in captivity. It could use a few more ponies, but we've tested Z Racing KTMs with plenty of oats. The White Power suspension is the best components available. The setup is still a lot short of perfection, but it's capable of it, because we've seen their Grand Prix bikes perform flawlessly. As is, the 1988 KTM 250 is flawed, but the package is all there. •

their economy couldn't produce any changes. Husqvarna belonged to the Electrolux conglomerate that never wanted to be in the motorcycle business. Husky didn't fit into their corporate picture of household appliances, refrigerators, sewing machines and stoves. Electrolux unloaded it. Maico got itself entangled in a mish-mash of undercapitalization, family troubles and German labor laws. Maico's work force was too large but couldn't be reduced because of government regulation.

Are the Japanese immune to these forces? No. Honda recently had 400 employees leave the company because overall sales for street motorcycles are down approximately 30 percent. A lot of rumors float about Japanese cutbacks and penny-pinching. Obviously, companies with over 1000 American dealerships depending on their products aren't as likely to suffer the indignities of a Triumph, BSA, CZ, Ossa or Bultaco (who had only a small number of ready-made market outlets) dealership. Small businesses are almost always in more jeopardy than big corporations; the money market, lenders and pricing structures favor them.

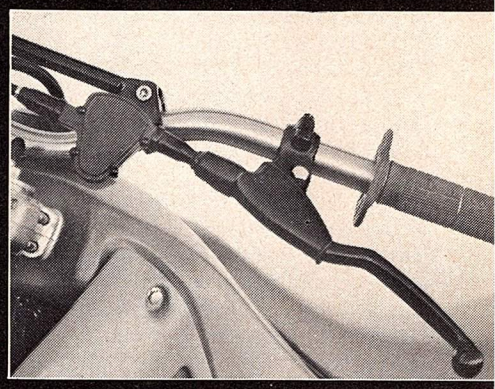
IS THE FUTURE BRIGHT FOR KTM?

It certainly could be. The motocross market is rapidly approaching the status of the luxury sports-car field. KTM can become the *BMW* to the Japanese Z-cars, Starions and RXs. European builders have to build carefully, with precision and quality, to become the *Porsches* of motocross. The Japanese car builders have to look over their shoulders at Korea's rapid industrialization and cheap labor. . . will we see Korean motocrossers? Probably. Should KTM be worried? Probably, but Hyundai doesn't steal sales away from *Mercedes Benz.* □

Tricks From The Trade

ANSWER RACING CORD HATS

Remember when your mom used to make you wear one of those stupid red Santa hats for holiday pictures around the tree? Put your foot down this year and demand Answer's new 100-percent cotton corduroy hat. The logo is embroidered, the size is adjustable, and when rich Uncle Jerry sees his favorite nephew wearing a cool motorcycle racing hat, he just might drop an '88 bike under the tree. Distributor: Answer Products, Dept. "No way, Mom!" 27967 Beale Court, Valencia, CA 91355; (805)257-4411.

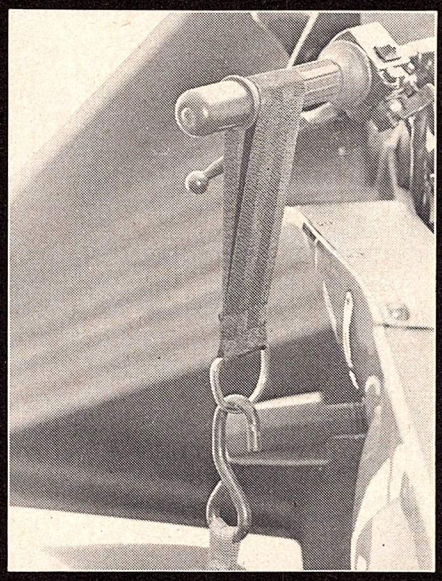


WHITE BROS. EASY CLUTCH

Decorating houses, Christmas trees and presents can leave your hands with almost no strength at all. White Bros. to the rescue! The Easy Clutch reduces the manual effort required to pull in a cable-actuated clutch lever. You won't even have to add a special tool to your holiday shopping list to install it. The force ratio is adjustable and made of aluminum. A *must* gift for the rider whose arms pump up after a few laps. Distributor: White Bros., Dept. "Feeble Fingers," 11750 Seaboard Circle, Stanton, CA 90680; (714)895-1991.

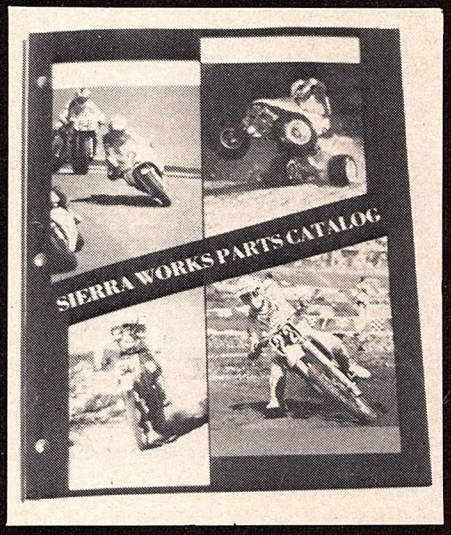
AXO CREW-NECK SWEATSHIRT

Remember that guy at the World Mini GP? The one from Duluth, Minnesota, who brake-tested you in the Main Event and cost you a trophy? Send him an AXO sweatshirt for Christmas, not because it costs less than 20 bucks, not because it comes in five sizes (including oversized to fit him) and certainly not because he let you touch the trophy you should have won. Send it to him because in December he needs thick clothing to work in the garage. Distributor: AXO, Dept. "Revenge," 25702 Rye Canyon Rd., Ste. E, Valencia, CA 91355.



GRIP GRABBERS

It's awfully tough to squeeze a motorcycle into a Christmas stocking that's hanging on a fireplace. The tape that holds the stocking to the mantle refuses to stay put. You can solve this problem by keeping the new bike for yourself and stuffing the stocking with a Grip Grabber, instead. The wide strap distributes pressure more evenly on the grips and keeps the ties and hooks a safe distance from the bike. Besides, Grip Grabbers fit into a stocking. Distributor: Grip Grabbers, Dept. "Smaller Than a Bike," P.O. Box 1505, Dublin, GA 31040.

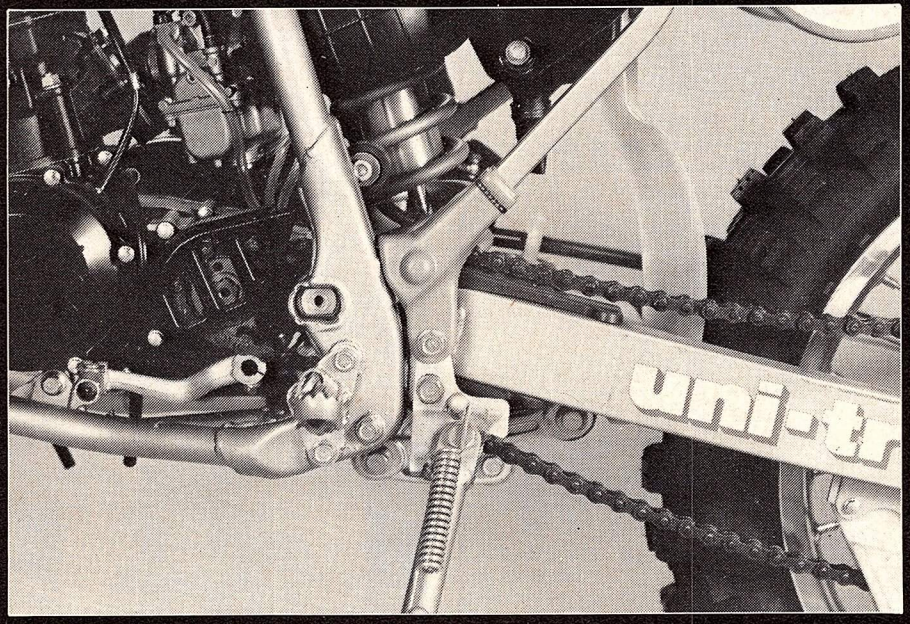


SIERRA WORKS PARTS CATALOG

Few Christmas gifts are as disappointing to receive as a book. A book implies work, since you have to read it in order to enjoy it. However, the *Sierra Motorcycle Products Catalog* has a lot of pictures, and when you think about the fact that the products you read about can help you win another trophy, reading almost becomes fun. It's over 170 pages and should give you all kinds of Christmas gift ideas. It costs only five dollars, but if you want to go all-out for a friend, arrange for Sierra to send a gift certificate along with the catalog. Distributor: Sierra Motorcycle Products, Dept. "Hard to Buy For," 11363 Sunrise Gold Circle, Rancho Cordova, CA 95670.

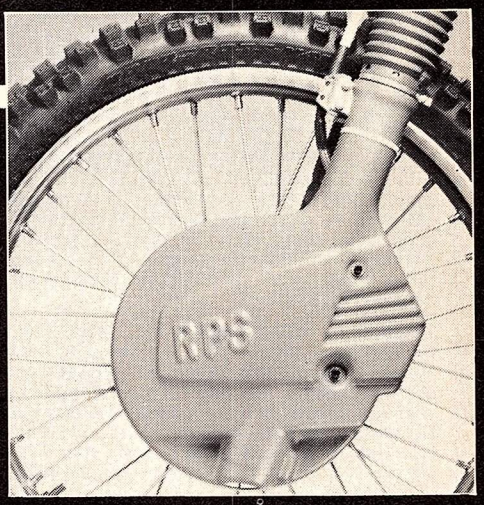
OAKLEY RAZOR BLADES

Chances are, you want to go all-out on a Christmas gift for somebody this year. Finding the ultimate gift for that special someone can be just as frustrating as fouling a plug five feet before the checkered, unless you remember the king of sunglasses this season—Oakley Razor Blades. You don't have to race or even ride to enjoy Oakley's high-tech style. Sure, they cost a few bucks, but keep in mind that class does not come cheap. Blades are cool stocking stuffers and are available in bicycle and motorcycle shops all over town. Distributor: Oakley, Dept. "Perfect Gift," 11 Marconi, Irvine, CA 92718; (714)951-0991.



KAWASAKI BOOT SAVER

Let's face facts. A Boot Saver is not the most glamorous gift you could put under the tree. But any Kawasaki rider who has shelled out big bucks for a good pair of racing boots will appreciate your concern. Maier Manufacturing sells a small plastic cover that prevents the left rear subframe bolt from rubbing against your boot. Nothing flashy or fancy, but it will help your equipment last longer. Boot Savers even fit inside Christmas stockings! Just make sure you don't give one to a Yamaha or Honda rider. Distributor: Maier Mfg. Co., Dept. "Save the Boot," 12435 Loma Rica Dr., Grass Valley, CA 95945.



RPS WORKS DISC GUARDS

Go to any motocross track and you will probably see nearly a dozen broken discs scattered along the course and through the pits. That's how we know a disc guard is a great last-minute gift for your favorite racer. The RPS "works" guards have a special bolt-on mounting design, incorporating the use of special caliper bolts that come drilled and tapped to mount firmly. They're available in factory-matched colors or in competition gray. Distributor: Richter Performance Systems, Dept. "Bolt-on," 2850 E. 29th St., Long Beach, CA 90806; (213)426-3498.

PACIFIC COLOURS MOTO CARDS

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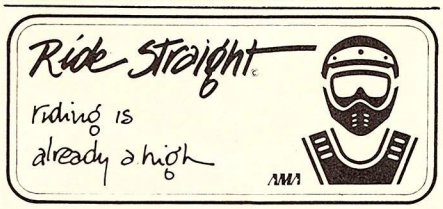

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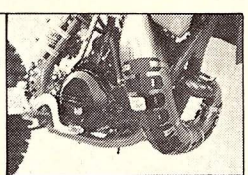

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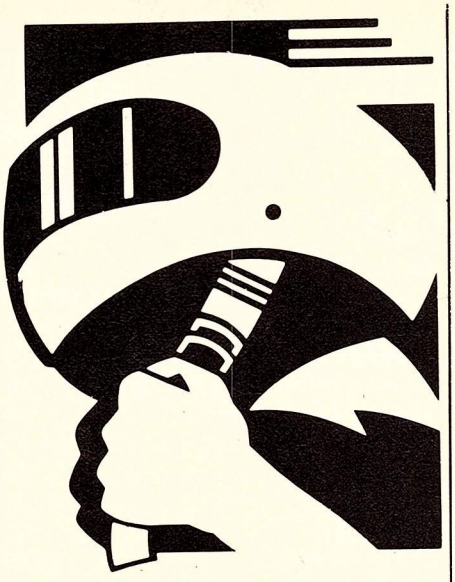

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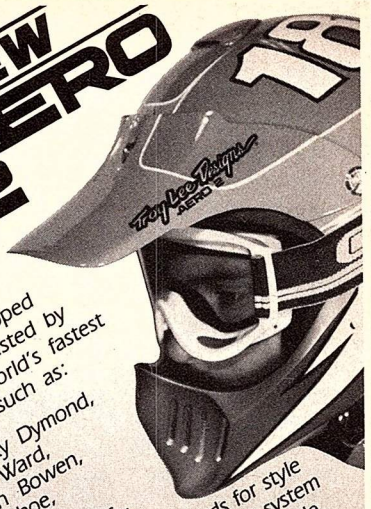

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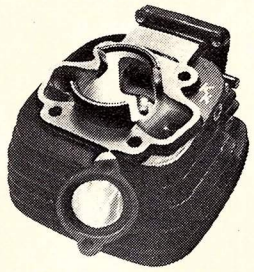

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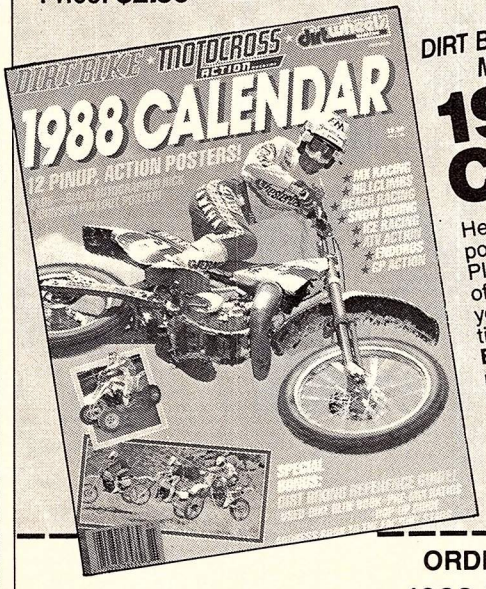

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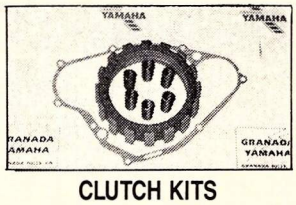

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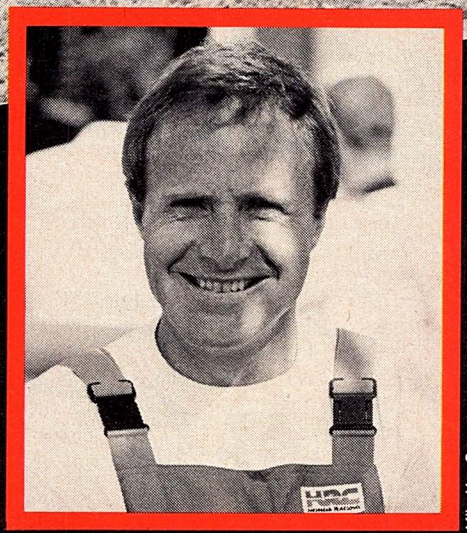

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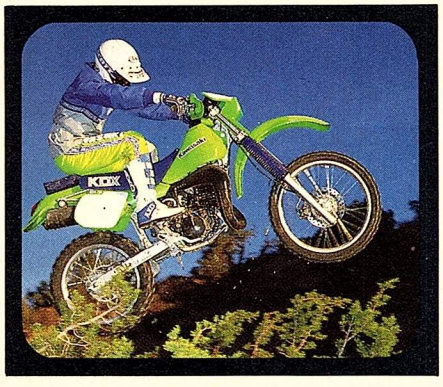

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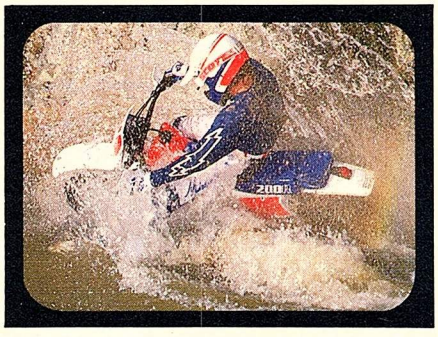

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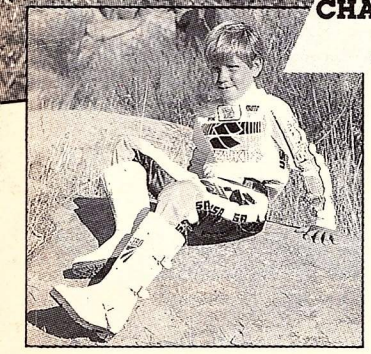
MANUFACTURER'S SUGGESTED RETAIL $160.40
CHAPARRAL'S PRICE
$99.99



USA RACING YOUTH PACK

Affordable style and protection for the young berm busters in the family. You won't find a lower priced, better made kid's riding gear outfit anywhere!

- USA RACING PANTS
- USA RACING JERSEY
- AERO SPORT KIDS BOOTS
- AERO COTTON/WET GLOVES

TEAM COLORS

Chaparral carries the complete line of USA Racing riding gear in all available colors and team brands. All package items are available individually at similar low discount prices. Call for complete information.

USA RACING RIDING GEAR KIT

Includes USA Racing Nylon Race Pants and matching USA Racing Jersey. Choose USA Racing team colors or factory brands Honda, Yamaha, Suzuki, Kawasaki.

- YOUTH SIZES 2,4,6 **$36.99**
- YOUTH SIZES 8,10,12 **$59.99**
- ADULT SIZES 28–40 **$69.99**

USA RACING KIDS PITWEAR KIT

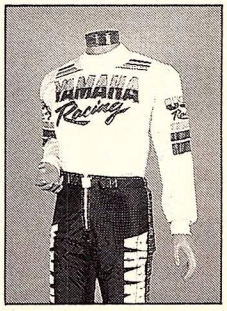
Includes cotton pants with padded knees and shins, and matching tee shirt in choice of factory team brands.

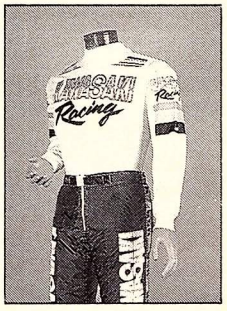
- YOUTH SIZES 2,4,6 **$24.99**
- YOUTH SIZES 8,10,12 **$28.99**

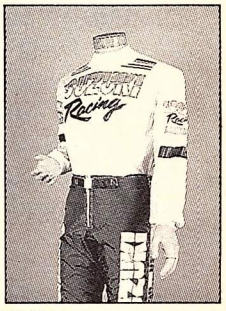
USA RACING KIDS SHORTS KIT

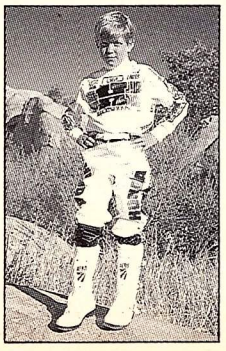
Includes cotton shorts and matching tee shirt in a choice of factory team brands for Honda, Yamaha, Suzuki, Kawasaki and USA Racing.

- YOUTH SIZES 2,4,6 **$16.99**
- YOUTH SIZES 8,10,12 **$19.99**









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Riding Gear Specials

FEATURING O'NEAL USA

O'NEAL ULTRALITE PACKAGE

Already a popular seller at its normal price, the O'Neal Ultralite gear package, on Tom at left, is an even better bargain at Chaparral's extra low price. Choose O'Neal or factory team logos.

- O'NEAL ULTRALITE PANTS
- O'NEAL KNEE/SHIN GUARDS
- O'NEAL ULTRALITE COTTON JERSEY
- O'NEAL TRAIL-LITE BOOTS
- O'NEAL PRO-LITE GLOVES
- AERO KIDNEY BOOTS
- MOTOCROSS SOCKS

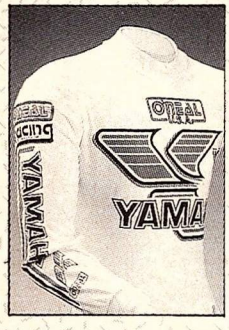
MANUFACTURER'S SUGGESTED RETAIL $256.37
CHAPARRAL PRICE $199.99

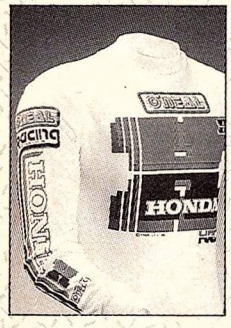
O'NEAL BULLET PACK

Reinholt, at right, looks ready to win in O'Neal's top of the line Bullet riding gear. O'Neal Bullet Jerseys feature foam padded shoulders and elbows.

- O'NEAL BULLET PANTS
- KNEE/SHIN GUARDS
- O'NEAL BULLET JERSEY
- O'NEAL BULLET BOOTS
- O'NEAL BULLET GLOVES
- AERO KIDNEY BELT
- MOTOCROSS SOCKS

MANUFACTURER'S SUGGESTED RETAIL $374.78
CHAPARRAL PRICE $279.99





O'NEAL CASUAL WEAR

Pia looks great in O'Neal's Action Shorts, the California style baggies that you can wear anywhere. A matching O'Neal Tee Shirt and Trak Shoes complete the look.

- O'NEAL ACTION SHORTS $24.99
- O'NEAL TEE SHIRTS $8.25
- O'NEAL HOODED SWEATSHIRT $19.99
- O'NEAL TRAK SHOES $25.99
- OAKLEY BLADES $55.99

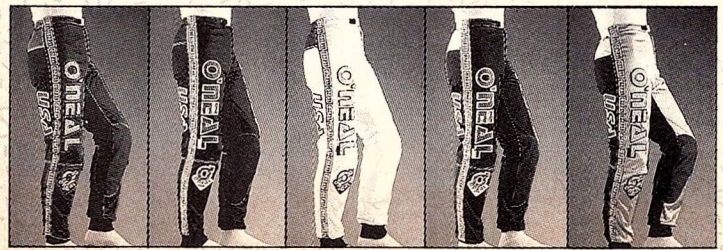
TEAM COLORS

Chaparral carries the complete line of O'Neal riding gear in all available colors and team brands. All package items are available individually at similar low discount prices. Call for complete information.

SUNGLASSES

We've got the trick new eyewear you want! Check out our low discount prices on the latest styles from Oakley and Scott!

- OAKLEY BLADES (SHOWN) $55.99, OAKLEY FROG SKINS $33.99, OAKLEY EYE SHADES $59.99, SCOTT SPORT GLASSES $32.99



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RIDING GEAR SPECIALS

Featuring

AERO SPORT U.S.A.

CASUAL WEAR

Even in a clinch, Jennifer looks cool and comfortable with her matching outfit consisting of an AERO Tee Shirt and O'Neal Action Shorts.

- AERO TEE SHIRT **$6.99**
- AERO CORDUROY HAT **$9.99**
- AERO HOODED SWEAT SHIRT **$18.99**
- O'NEAL ACTION SHORTS **$24.99**
- O'NEAL TRAK SHOES **$25.99**
- OAKLEY FROG SKINS **$39.99**

AERO SPORT YOUTH CHEST PROTECTOR

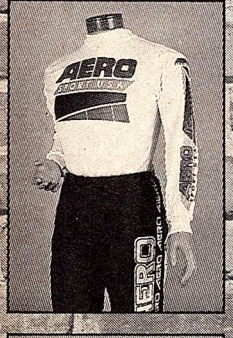
Complete front and rear protection. **$49.99**

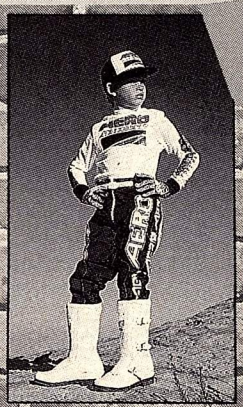
AERO SPORT YOUTH PACK

Here's a riding gear package even a kid like Brian can afford by saving his allowance for a couple of weeks. AERO SPORT offers big size protection and style at a small size price. Kids sizes, of course.

- AERO SPORT PANTS
- AERO SPORT JERSEY
- AERO SPORT BOOTS
- AERO COTTON/WET GLOVES
- AERO TEAM HAT

RETAIL VALUE
$143.93
CHAPARRAL PRICE
$109.99





RETAIL VALUE
$223.94
CHAPARRAL PRICE
$169.99

AERO SPORT ADULT PACK

America's hot new line of top quality riding gear comes with a rock bottom price! Rick holds his own wearing the stylish new AERO Series 2 Pants color matched to AERO Jersey, Boots and Gloves.

- AERO SERIES 2 PANTS
- KNEE/SHIN GUARDS
- AERO SPORT JERSEY
- AERO SPORT BOOTS
- AERO KIDNEY BELT
- AERO TEAM HAT
- AERO GLOVES

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TEAM COLORS

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WRITE TO CHAPARRAL AT ADDRESS BELOW

NEW
AERO SPORT
M-1 Chest Protector with Optional Add-on Back and Add-on Arms.
$39.99 ...Front Only
$18.99 .....Back
$12.99pr.....Arms

GOGGLES/MASK

JT GSX-1 Goggle System... 19.99
JT GSX-1 Halfstream Mask... 4.99
JT GSX-1 Fullstream Mask... 6.99
OAKLEY "L" Over Glasses...19.99
OAKLEY Pro.....15.99
OAKLEY Full Mask AT..... 9.99
OAKLEY "O"..... 12.99
QUICK Strap System..... 12.99
SCOTT 83S Youth Size..... 12.99
SCOTT 83 "STNDARD LENS" 12.99
SCOTT 89S Youth lexan lens 12.99
SCOTT 89 "Lexan Lens".....14.99
SCOTT 87 Over Glasses.....18.99
SCOTT 90 Lexan Lens.....18.99
SCOTT 99 "Hard Coat Lens"... 22.99
SCOTT Original Face Mask.. 5.99
SCOTT Full Venturi Mask..... 7.99
SCOTT Half Venturi Mask.....5.99
SMITH SMX With Roll Offs.. 31.99
ROLL OFF For Scott or Smith.. 22.99
SMITH SMX Goggles.....17.99
SMITH SMX w/Roll-Offs.....31.99
SMITH Turbo Fan.....54.99
SMITH Face Mask.....5.99

GLOVES

AERO WET GLOVES.....3.99
AERO LEATHER GLOVES..14.99
ANSWER A-1 GLOVES..... 14.99
ANSWER WET GLOVES..... 3.99
AXO SERIES 40..... 38.99
AXO SERIES 29.....27.99
GREENCO LEATHER MX..... 10.99
JT HALF-BREED.....19.99
JT FLEXON GLOVES.....34.99
JT WET GLOVES.....2.99
ONEAL Bullet Gloves.....26.99
ONEAL COOL-LITE..... 19.99
ONEAL PRO-LITE..... 15.99
ONEAL WET GLOVES..... 3.95
USA RACING Leather.....14.99

BOOTS

AERO SPORT Youth Leather . 69.99
AERO Sport Leather Boots. 99.99
AXO Turbo Plus BOOT.....159.99
AXO A.I.R. System Boot.....169.99
Hi Point Youth Leather..... 99.99
Hi Point Alpine Superstars.. 109.99
Hi Point Pro.....149.99
Oneal Trail-Lite.....104.99
Oneal Bullet Boots.....134.99

CHEST PROTECTOR

AERO M-1Yth Front/Back.....49.99
AERO M-1 Adult Front Only.....39.99
AERO M-1Adult Add-On Back. 18.99
AERO M-1Add on Arms.....12.99pr
AERO M-1 Yth Elbow Guards ... 12.99pr
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ANSWER AC-III Front Only.64.99
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AXO SC-II Front Only.....59.99
HALLMAN Mach-5.....Save
HALLMAN Jr. Pro Armor.....62.99
HALLMAN Jr. Pro Armorlite.59.99
JT Series V500 Front Only..39.99
JT V1000 Long Front/NoBack.. 49.99
JT V2000. Long Front/Back.....79.99
JT V2000 Yth Long Front/Back69.99
JT V3000 Short Front/Back..... 59.99
JT V4000 Short Front/Lng Back74.99
Oneal Rok Blok 89.99

GEAR BAGS

AXO 14x14x30..... 36.99
Malcolm Smith 17x12x24.... 49.99
Malcolm Smith 19x13x34.... 58.99
Oneal TP 13000 20x18x36..49.99
Oneal TP 6300 14x16x28....32.99
Oneal TP 4400 13x13x24....21.99
Scott 14x14x28.....36.99

answer

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100 Open Face..... 19.99
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GX 747 Air Vent..... 64.99

JT Racing

ALS-1 Open Face.....Call
ALS-2 Full Face.....for Price

MAXON

RAM-AIR Full Face..... 39.99

NOLAN

Nolan N19R..... 68.99

SHOEI

VT-1 Full Face Vented.....Call for
VX-3 Full Face Vent Shell.....Prices

Vetter

ATX by Bell*Blowout Price!*.. 59.99

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Elba Headlight Number Plt. 34.99
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90/90x21.....31.99

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110/100x18..... 57.99
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*120/100X18..... 39.99
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130/80x18.....31.99

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4.60-17..... 25.99
5.10-17..... 28.99
4.10-18..... 18.99
4.50-18..... 29.99
5.10-18..... 29.99
5.30-18..... 30.99
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4.00-18..... 20.99
4.10-18..... 21.99
4.50-18..... 25.99
5.10-18..... 28.99
4.60-17..... 25.99
5.10-17..... 27.99
3.00-21..... 14.99
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Motorcycle Tires
*** SPECIFY RIM SIZE***
17, & 18 inch
6 Paddle Tires.....46.99
8 Paddle Tires.....53.99
10 Paddle Tires.. 62.99
12 Paddle Tires.. 69.99

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510X17.....69.99
6X28X17..... 74.99
410X18.....59.99
510X18.....69.99
6X28X18..... 74.99

YOKOHAMA

400X18.....39.99
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90/100X14..... 21.99
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889 West Mill St. San Bernardino, CA. 92410.

Riding Gear Specials

Featuring

JT Racing USA

JT LANCER PACK

Here's a riding gear pack featuring JT that's priced to blow the competition into the weeds. Worn by Reinholt on the right, this exclusive Chaparral package is THE LOWEST PRICE COMPLETE RIDING GEAR PACKAGE AVAILABLE ANYWHERE!

- JT LANCER PANTS
- KNEE/SHIN GUARDS
- JT SUPERCROSS JERSEY
- JT HALF BREED GLOVES
- AERO BOOTS*
- MOTOCROSS SOCKS

RETAIL VALUE
KIDS $177.83
ADULT $207.83
CHAPARRAL PRICE
***WITH KIDS BOOTS $139.99**
***WITH ADULT BOOTS $159.99**

JT PRO PACK

Shown at left, Tom's stylin' in JT's top of the line riding gear that includes Newform Pants and your choice of either AXO 139 or O'Neal Bullet Boots.

- NEWFORM or DYMOND BACK PANTS
- KNEE/SHIN GUARDS
- JT SUPERCROSS JERSEY
- AXO 139 or O'NEAL BULLET BOOTS
- HALF BREED GLOVES
- AERO KIDNEY BELT
- MOTOCROSS SOCKS

RETAIL PRICE
$344.83
CHAPARRAL PRICE
$269.99

TEAM COLORS

Chaparral carries the complete line of JT Racing riding gear in all available colors and team brands. All items are available individually at similar low discount prices. Call for complete information. JT Supercross Jerseys, Lancer and Newform Pants available in Honda, Yamaha, Suzuki, Kawasaki and JT Racing White, Blue, or Red. AERO, AXO and O'Neal Boots available in Red, White, Blue or Black.

CASUAL WEAR

Pia looks cool and comfortable in her pit wear and bike gear. Chaparral stocks all the popular JT Tee Shirts including Pia's "California Style". O'Neal Skins are lycra bicycle shorts with padding that are perfect for wearing under motocross pants as well.

- JT TEE SHIRTS **$9.99**
- JT SWEAT SHIRTS **$24.99**
- JT ALL STAR JACKETS **$69.99**
- JT CORDUROY HAT **$13.99**
- O'NEAL BIKE SKINS **$19.99**
- O'NEAL TRAK SHOES **$25.99**
- SCOTT SPORT GLASSES **$32.99**

SUNGLASSES

Check out our low discount prices on the latest styles from Oakley and Scott!
SCOTT SPORT GLASSES (SHOWN)**$32.99**, OAKLEY FROG SKINS **$33.99**
OAKLEY BLADES **$55.99**, OAKLEY EYE SHADES **$59.99**

AERO SPORT BOOTS

High quality dirt riding boots at the most affordable price anywhere. Adult boots feature a hidden inside quick lacing system that provides easy to get into support backed up with a rugged Velcro closure system outside. There's a non-slip motocross sole, heavy duty stitching, a waterproof lining and an impact absorbing shin plate. Youth boots have an easy-pull 3-buckle closure system and an enduro style sole.

- AERO YOUTH BOOTS, SIZES 12–9 **$69.99**
- AERO ADULT BOOTS, SIZES 6–13 **$99.99**

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RIDING GEAR SPECIALS

Featuring

AXO Sport

RETAIL VALUE
$386.99
CHAPARRAL PRICE
$279.99

AXO 95 TEAM PACK

AXO's popular Team riding gear, shown on James at right in a package that's a 28% savings over manufacturer's suggested retail. Choose Team Honda, Suzuki, Kawasaki, Yamaha, or AXO Team colors. Package includes:

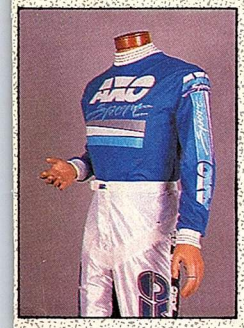
- SERIES 95 PANTS
- KNEE/SHIN GUARDS
- SUPER AXO TEAM JERSEY
- SERIES 29 GLOVES
- 139 TURBO BOOTS
- AXO SUPERBELT
- MOTOCROSS SOCKS

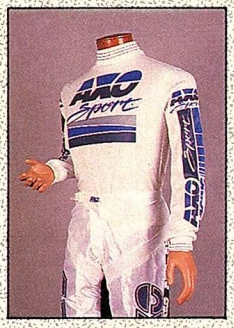
RETAIL VALUE
$503.80
CHAPARRAL PRICE
$399.99

AXO 135 PLUS PACK

Rick on left, looks great in AXO's top of the line Super Plus riding gear in a package from Chaparral that's priced over $100 less than suggested retail. All AXO Team colors. Package includes:

- SERIES 135 PANTS
- KNEE/SHIN GUARDS
- SUPER AXO PLUS JERSEY
- SERIES 40 GLOVES
- TURBO PLUS BOOTS
- AXO SOCKS
- AXO GEAR BAG
- AXO CORDUROY HAT





SUNGLASSES

We've got the trick new eyewear you want! Check our discount prices on the latest styles from Oakley and Scott. OAKLEY BLADES **$55.99**, OAKLEY FROG SKINS **$33.99** OAKLEY EYE SHADES **$59.99** (SHOWN), SCOTT SPORT GLASSES **$32.99**

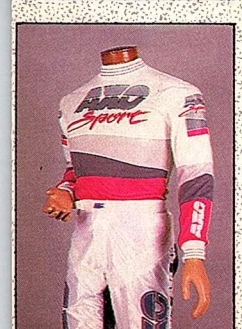
AXO CASUAL WEAR

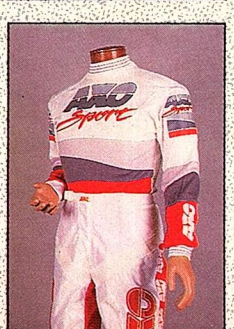
Jennifer would look great in anything, but AXO Sport and Bike gear accentuates her sporty California style. Chaparral stocks all AXO Tee Shirt and Sweat Shirt designs. Men's sizes.

- AXO TEE SHIRTS **$8.29**
- AXO HOODED SWEATS **$21.99**
- AXO CYCLING SHORTS **$25.99**
- AXO MOUNT. BOOTS **$69.99**
- AXO CORDUROY HATS **$13.99**
- OAKLEY EYE SHADES **$59.99**

TEAM COLORS

Chaparral carries the complete line of AXO Sport riding gear in all available colors and team brands. All items are available individually at similar low discount prices. Call for complete information. AXO Team Jerseys and Series 95 Pants available in Honda, Yamaha, Suzuki, Kawasaki and AXO White/Blue, White/Navy, White/Red, White/Green, White Neon. Turbo 139 Boots and Turbo Plus Boots available in Red, White, Blue or Black.





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A LOT OF PEOPLE WANT OUR TRUCKS OFF THE ROAD.

When experienced riders head for a weekend of riding, they usually start their trip in the same place.

Behind the wheel of an Isuzu P'UP 4x4.

For over 73 years, people have trusted our trucks when they couldn't trust the roads. They've conquered African jungles and Antarctic blizzards. The heat and the competition of the Baja 1000. Rumor has it some have even been spotted in the ultimate test of man and machine. Downtown rush hour.

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Perhaps most important, they start at just $9379.* Which is a small price to pay for keeping them off the street.

*Manufacturer's suggested retail price P.O.E., excluding tax, license and transportation fee. Prices as of 7/1/87 and subject to change. †Only available on LS Model not shown.

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